

## **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 Phase 2 of 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 Devon consortium consists of Wenna (a leading mobile energy operator), Co Cars, ZPN Energy (a British provider specialising in Energy Technology), Gamma Solutions (specializing 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.

Earlier this year, the committee approved the implementation of 8 rapid charging hubs.

Phase 2 of the project is for 19 rapid electric vehicle charging hubs across Exeter with, generally, three dedicated public EV bays and one car club bay. Each hub will have two chargers and two batteries capable of charging four vehicles simultaneously.

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 20 May until 24 June 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](http://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, to secure 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 vehicles will receive an overstay fee if they are in the bay and not charging. A Penalty Charge Notice (PCN) can be issued by a civil enforcement officers to any vehicle 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 car club vehicle 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

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Background Paper	Date	File Ref.
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Nil

cp080721exh  
sc/cr/Rapid Charging Exeter (StreetHUBZ) On-street Electric Vehicle Charging Bays  
02 090721

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

**Statement of Reasons**

The bays are 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 shared vehicle to provide an alternative to car ownership.

The restrictions are proposed to preserve/improve the amenities of the area through which the roads run

<b>Councillor</b>	<b>Plan Reference</b>	<b>Location</b>	<b>Electoral Division</b>	<b>Proposal</b>
Carol Whitton	ENV5885-01 (A)	Barnfield Hill	St Davids & Haven Banks	Four Electric vehicle charging bays near its junction with Denmark Road.
Rob Hannaford	ENV5885-03 (A)	Buddle Lane	Exwick & St Thomas	Three Electric vehicle charging bays and one car club bay outside 91-93 Buddle Lane.
Su Aves	ENV5885-05 (A)	Gladstone Road	St Sidwells & St James	Four Electric vehicle charging bays within the pay & display.
Rob Hannaford	ENV5885-06 (A)	Gloucester Road	Exwick & St Thomas	Three Electric vehicle charging bays and one car club bay outside 14-24 Gloucester Road.
Su Aves/ Danny Barnes	ENV5885-07 (A)	Hamlin Lane	St Sidwells & St James/ Heavitree & Whipton Barton	Three Electric vehicle charging bays adjacent to the existing car club bay outside 1-3 Hamlin Lane.
Andrew Leadbetter	ENV5885-08 (A)	Holman Way, Topsham	Weirside & Topsham	Three Electric vehicle charging bays and one car club bay adjacent to the layby.
Marina Asvachin	ENV5885-09 (A)	Mallard Road	Wonford & St. Loyes	Four Electric vehicle charging bays adjacent Denmark House.
Su Aves	ENV5885-10 (A)	Pinhoe Road	St Sidwells & St James	Four Electric vehicle charging bays outside 134-140 Pinhoe Road.
Marina Asvachin	ENV5885-11 (A)	Pynes Hill	Wonford & St. Loyes	Three Electric vehicle charging bays and one car club bay adjacent to Providence Court.
Carol Whitton	ENV5885-12 (A)	St Leonards Place	St Davids & Haven Banks	Four Electric vehicle charging bays opposite its junction with St Leonards Road.

<b>Councillor</b>	<b>Plan Reference</b>	<b>Location</b>	<b>Electoral Division</b>	<b>Proposal</b>
Percy Prowse	ENV5885-13 (A)	West Avenue	Duryard & Pennsylvania	Three Electric vehicle charging bays and one car club bay outside 30 West Avenue.
Marina Asvachin	ENV5885-14 (A)	Woodwater Lane	Wonford & St. Loyes	Three Electric vehicle charging bays and one car club bay outside 58 Woodwater Lane.
Su Aves	ENV5885-15 (A)	Powderham Crescent	St Sidwells & St James	Three Electric vehicle charging bays adjacent to the existing car club bay outside 27-29 Powderham Crescent.
Percy Prowse	ENV5885-16 (A)	Blackall Road	Duryard & Pennsylvania	Four Electric vehicle charging bays near its junction with Howell Road.
Yvonne Atkinson	ENV5885-17 (A)	Aldens Road	Alphington & Cowick	Four Electric vehicle charging bays outside 41-42 Aldens Road.
Su Aves	ENV5885-18 (A)	Iddesleigh Road	St Sidwells & St James	Four Electric vehicle charging bays near its junction with Old Tiverton Road.
Rob Hannaford	ENV5885-19 (A)	New Valley Road	Exwick & St Thomas	Four Electric vehicle charging bays outside the Health Centre.
Marina Asvachin	ENV5885-20 (A)	Heraldry Way	Wonford & St. Loyes	Four Electric vehicle charging bays near its junction with Unicorn Street.
Yvonne Atkinson	ENV5885-21 (A)	Sydney Road	Alphington & Cowick	Four Electric vehicle charging bays adjacent 38 Queens Road.

Summary of Submissions

Devon County Council (Various Roads, Exeter)  
(Electric Vehicle Recharging Point Parking & Car Club Vehicle Phase 2) Amendment Order  
Ref 5885

Comment	Devon County Council Response
<p><b>Plan ENV5885/01 (A) - Barnfield Hill, Exeter</b> <b>4 respondents – Residents of Barnfield Hill</b></p>	
<p><b>Objection</b></p> <ul style="list-style-type: none"> <li>• 1 respondent comments that the government states residents have been consulted about whether they want chargers, this has not happened.</li> <li>• 1 respondent comments that the government website says car club bays can't be next to electric vehicle bays.</li> <li>• 4 respondents comment that every house in Spicer Road, Barnfield Hill and most of Denmark road have private driveways so don't understand why this road was chosen.</li> <li>• 1 respondent comments that no one owns an electric vehicle and respondent never will, so no need for facilities.</li> <li>• 4 respondents comment that it will cause an increase in traffic.</li> <li>• 3 respondents comment that the increase of traffic will cause a safety hazard being near a school.</li> <li>• 1 respondent comments that installing these machines gives no benefit to residents.</li> <li>• 1 respondent comments that properties in Barnfield Road and Denmark Road don't have off road parking, so this area would be better suited.</li> <li>• 1 respondent comments that offering discounted charging rates is pointless as residents have off-road parking and can have their own points.</li> <li>• 1 respondent comments that charging EV cars are likely to be damaged due to drunken students.</li> <li>• 1 respondent comments that this proposal reduces number of parking spaces for people visiting the area.</li> <li>• 1 respondent comments that providing EV bays where there is no off-road parking is a major problem. Suggests putting them in large car parks</li> </ul>	<p><b>Officer Comments</b></p> <p>Devon County Council is responsible for on-street parking and has carried out the consultation for the proposed parking bays. There is no reason why a car club space cannot be located adjacent to electric vehicle recharging bays but a car club bay is not proposed in Barnfield Hill.</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.</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 available for people. This is particularly important at night.</p> <p>The location is already used for parking and it is not considered that the change will impact road safety.</p> <p>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.</p>

<ul style="list-style-type: none"> <li>• 1 respondent comments this is a waste of public money.</li> <li>• 1 respondent comments that the number of bays suggested should be one or two instead.</li> </ul>	
<b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.	

Comment	Devon County Council Response
<b>Plan ENV5885/03 (A) - Buddle Lane, Exeter</b> <b>5 respondents – 4 Residents of Buddle Lane and 1 representative of Girl Guiding Exeter</b>	
<b>Objection</b> <ul style="list-style-type: none"> <li>• 1 respondent comments that reducing parking outside Trefoil Lodge would leave members without parking.</li> <li>• 1 respondent comments that respondent is disabled and feels that the changes would prevent them from parking near their house. Suggests Isleworth Road instead.</li> <li>• 1 respondent comments that they purchased their property in 1999 with no parking restrictions. Double yellow lines and a bus stop are now outside the house. Have been unable to create off-street parking.</li> </ul> <b>Support</b> <ul style="list-style-type: none"> <li>• 1 respondent comments that it's good news for the street and city.</li> <li>• 1 respondent comments that it will have a positive impact on residents' habits and house prices Its good to see Exeter showing commitment to greener lifestyles.</li> </ul>	<b>Officer Comments</b> 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 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.  Support is noted.
<b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.	

Comment	Devon County Council Response
<b>Plan ENV5885/05 (A) - Gladstone Road, Exeter</b> <b>2 respondents – 1 Resident of North Avenue &amp; 1 Resident of Pinhoe Road</b>	
<b>Support</b> <ul style="list-style-type: none"> <li>• 1 respondent comments that they will be switching to an electric car if the bays are installed.</li> </ul> <b>Question</b> <ul style="list-style-type: none"> <li>• 1 respondent would like clarification of size of the</li> </ul>	<b>Officer Comments</b> Support is noted.  The charging unit will be 394mmx744mm and will leave a minimum of 1.8m footway width at the proposed location in Gladstone Road, which is wider than the footway along the rest of the road.  The charging device offers AC charging and rapid DC charging.



<p>box, kilowattage and leftover footway width.</p>	<p>You can charge the vast majority of electric cars with the following provisos:</p> <ul style="list-style-type: none"> <li>• For slow/fast charging up to 22kw, all cars (excluding Tesla) can use our chargers by connecting a Type 2 cable into the AC.</li> <li>• For rapid DC charging, 50kw+, our chargers are fitted with integrated retractable leads. The majority of these will support CCS with a smaller number supporting CHAdeMO*</li> <li>• If neither CHAdeMO nor CCS are available to you, you will still be able to charge from the AC by using your own cable.</li> <li>• The chargers do not support Type 1 cables.</li> </ul>
<p><b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.</p>	

<b>Comment</b>	<b>Devon County Council Response</b>
<p><b>Plan ENV5885/06 (A) - Gloucester Road, Exeter</b> <b>12 respondents – 1 Resident of North Avenue &amp; 1 Resident of Pinhoe Road</b></p>	
<p><b>Objection</b></p> <ul style="list-style-type: none"> <li>• 11 respondents object to the proposed Electric Vehicle Bays.</li> <li>• 8 respondents comment that it takes away heavily used spaces.</li> <li>• 3 respondent comments that it will add more traffic and increase risk of an accident.</li> <li>• 1 respondent comments that it will create a bigger parking issue and therefore more obstructive parking.</li> <li>• 1 respondent comments that it will create obstruction on the footpath.</li> <li>• 3 respondent comments that it will remove parking for the school.</li> <li>• 1 respondent comments that it will make people liable for a PCN.</li> <li>• 1 respondent comments that It will force the issue up the road.</li> <li>• 1 respondent comments that it poses a threat to children being near a school.</li> <li>• 4 respondents comment that there's a housing estate being built which will increase parking issues.</li> <li>• 1 respondent comments that it should have been included in the recent property development.</li> </ul> <p><b>Support</b></p> <ul style="list-style-type: none"> <li>• 1 respondent supports the proposal.</li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>• Convert the green in front of the charging points into extra parking so existing parking is not lost.</li> </ul>	<p><b>Officer Comments</b></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.</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 available for people. This is particularly important at night.</p> <p>Placing the charging points within the new developments would not be appropriate as these properties would require private electric vehicle charging points and the location would remove their visibility.</p> <p>Support is noted.</p> <p>It would not be appropriate to remove green areas to create additional parking.</p>

<ul style="list-style-type: none"> <li>• Would support if the location was the opposite end of Gloucester Road, away from the school.</li> </ul>	
<b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.	

Comment	Devon County Council Response
<b>Plan ENV5885/07 (A) - Hamlin Lane, Exeter</b> <b>4 respondents – 3 Residents of Hamlin Lane &amp; 1 Resident of Pinhoe Road</b>	
<p><b>Support</b></p> <ul style="list-style-type: none"> <li>• 1 respondent supports the proposed Electric Vehicle Bays saying they will switch their car to electric if the bays are installed.</li> </ul> <p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• 1 respondent requested clarification of the location of the bays and an update on residents parking in the area.</li> </ul> <p><b>Objection</b></p> <ul style="list-style-type: none"> <li>• 2 respondents object to the proposed Electric vehicle bays.</li> <li>• 1 respondent comments that area needs residents parking instead.</li> <li>• 1 respondent comments that people won't use electric vehicle bays or car club bays.</li> <li>• 2 respondents comment that this proposal takes parking away.</li> </ul>	<p><b>Officer Comments</b></p> <p>Support is noted.</p> <p>Following the consultation last year, it has been resolved to progress with the detailed design for a residents parking scheme for a number of areas in Exeter, including the Hamlin Lane area. The prioritisation of schemes will be decided next year.</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.</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 available for people. This is particularly important at night.</p>
<b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.	

Comment	Devon County Council Response
<b>Plan ENV5885/08 (A) - Holman Way, Topsham</b>	
No comments received.	
<b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.	

<b>Devon County Council Response</b>	
<b>Comment</b>	
<b>Plan ENV5885/09 (A) - Mallard Road, Exeter 1 respondent – 1 Business on Mallard Road</b>	
<b>Objection</b> <ul style="list-style-type: none"> <li>1 Respondent Comments that they own a burger van which has parked here for 15 years which could lead to the closure of the business if they can't park here anymore.</li> </ul>	<b>Officer Comments</b> <p>Objection noted.</p> <p>Parking is not reserved for the vehicle and alternative locations are available on the same road and the estate.</p> <p>The location has been chosen as it is central to the estate to provide on-street electric vehicle charging for visitors and staff working in the area.</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 businesses 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 work may not be possible.</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 workplaces, ensuring they are easily available for people.</p>
<b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.	

<b>Devon County Council Response</b>	
<b>Comment</b>	
<b>Plan ENV5885/10 (A) - Pinhoe Road, Exeter 2 respondents – 2 Residents of Pinhoe Road</b>	
<b>Objection</b> <ul style="list-style-type: none"> <li>1 respondent objects to the proposed Electric Vehicle Bays.</li> <li>1 respondent comments that this will reduce parking in an already problematic area.</li> </ul>	<b>Officer Comments</b> <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.</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 available for people. This is particularly important at night.</p>
<b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.	

Plan ENV5885/11 (A) - Pynes Hill, Exeter

2 respondents – Councillor Foggin and 1 x charity on Pynes Hill

**Objection**

- 1 respondent comments that there is already insufficient parking.
- 1 respondent comments that all businesses pay significant business tax.
- 1 respondent comments that the road is steep, so expecting visitors to park further away and walk to site is impractical.
- 1 respondent comments that some businesses have large parking areas these could be put in.
- 1 respondent comments that it will attract vandalism.
- 1 respondent comments that it will force pedestrians into the road.
- 1 respondent comments that the car club will only be used by people wanting to catch a bus into town so does not benefit people in the park.
- 1 respondent comments that restricted time parking would be more beneficial than EV bays.
- 1 respondent comments that bigger businesses should be putting EV bays in.
- 1 respondent comments that this will shut all older and less able people from using Ludwell Valley Park.

**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 businesses 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 work may not be possible.

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 workplaces, ensuring they are easily available for people.

The council has no control over the provision of vehicle charging in the business car parks.

The provision of a car club vehicle will provide an alternative vehicle choice for staff and should encourage the reduction of cars being used to commute.

Provision of parking for vulnerable staff/visitors should be managed by the relevant business within their private parking.

It is recognised that Pynes Hill is used for access to Ludwell Valley Park. The proposed electric vehicle charging spaces would be available to visitors to the valley park. However, as the businesses will not require the charging points in the evening and weekends, **it is recommended that the 3 x recharging bays only apply 8am – 6pm Monday to Friday** in line with the adjacent No Waiting restriction.

This would permit other vehicles to park in those bays in the evenings and weekends and, if needed, electric vehicles would still be able to use the charging points if a space were available.

**Recommendation –**

It is recommended that the car club bay is implemented as advertised but the proposed electric vehicle bays are implemented to apply Monday to Friday 8am – 6pm.

**Comment****Devon County Council  
Response****Plan ENV5885/12 (A) - St Leonards Place, Exeter  
9 respondents – 9 Residents of St Leonards Place****Support**

- 3 Respondent supports the proposed electric vehicle bays with amendments
- 1 respondent comments that we need to increase the number of public charging points in Exeter, but the location is not appropriate.
- 1 respondent comments that it gives them the option to have an electric car
- 1 respondent comments that they support EV bays but the loss of 4 resident parking spaces in a busy location is causing concern.

**Objection**

- 6 respondents object to the proposed electric vehicle bays
- 1 respondent comments that the equipment has already been installed so how is this a consultation?
- 2 respondents comment that a parking area that is always at full capacity is being reduced
- 1 respondent comments that housing has off road parking in this location so they can have their own private charging points
- 1 respondent comments: that this area is a conservation area and has listed building so its not in keeping with the area
- 5 respondents comment it takes away from resident parking spots
- 1 respondent comments that there are more EV bays being put up the road
- 1 respondent comments that 4 bays are too many
- 1 respondent comments that it will cause safety issues
- 1 respondent comments that there is a lot of illegal parking on this road
- 1 respondent comments that it will force residents into limited parking, increasing the amount of vehicle movement
- 1 respondent comments it will increase illegal parking
- 1 respondent comments that it will increase risk to children due to illegal parking
- 2 respondents ask where do residents with charged cars park once they're finished if residents parking is being removed?
- 1 respondent comments that the vehicular movement will increase pollution
- 1 respondent comments that EV charging electricity is subsidised by Exeter City Council and therefore subsidised by taxpayers. Residents should be made aware who is paying for it.

**Officer Comments**

Support noted

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 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.

The equipment will not be installed unless the committee resolve to introduce the parking restrictions at this location.

The street furniture associated with the on-street charging points will be adapted to minimise the impact on the conservation area.

The area is already used for parking and it is not considered that the additional movements will cause any road safety issues and as the vehicles will be electric, there will be no vehicle fumes.

<ul style="list-style-type: none"> <li>• 1 respondent comments that charging of EV's is not entirely safe and can lead to combustion which puts the community at risk.</li> <li>• 1 respondent Comments that the start time of the excess charge period is too early, and the finish is too late. People using it won't find a different place to park at 7am and 8:30pm which will incur unfair charges as people won't be deliberately overstaying</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• Moving charging points 400 meters towards the terraced houses</li> <li>• 3 of the limited waiting spaces at the end of Barnado Road are converted into residents parking to compensate</li> <li>• Other restrictions in the area to be converted instead of residents parking</li> <li>• Nearby EV bay proposal at Wonford Road junction to be trialled first</li> </ul>	<p>It is recommended that the amount of limited waiting in the area be reviewed at the next opportunity to identify if any of it could be converted to residents parking.</p> <p>The electricity is not being subsidised by Exeter City Council. The electricity is being provided by Gamma Energy and will be paid for by the drivers.</p>
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**Recommendation –**  
It is recommended that the proposals are implemented as advertised.

The amount of limited waiting in the area be reviewed as part of the next Exeter HATOC traffic order review

<b>Devon County Council Response</b>	
<b>Comment</b>	
<b>Plan ENV5885/13 (A) - West Avenue, Exeter 4 respondents – 4 Residents of West Avenue</b>	
<p><b>Support</b></p> <ul style="list-style-type: none"> <li>• 1 respondent supports the proposed Electric Vehicle Bays</li> <li>• 1 respondent comments that it is an important step in providing options for EV's without drives/garages</li> </ul> <p><b>Objection</b></p> <ul style="list-style-type: none"> <li>• 1 respondent objects to the proposed Electric Vehicle Bays</li> <li>• 1 respondent comments that it will deny on-street parking in a busy area</li> <li>• 2 respondents suggest a new location parallel to the cricket club</li> </ul>	<p><b>Officer Comments</b> Support noted</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.</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 available for people. This is particularly important at night.</p>
<p><b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.</p>	

**Comment****Devon County Council  
Response****Plan ENV5885/14 (A) - Woodwater Lane, Exeter  
12 respondents – 12 Residents of Woodwater Lane****Objection**

- Objects to the proposed Electric Vehicle Bays.
- 8 respondents comment that it will reduce parking in an already difficult area.
- 1 respondent comments that the site isn't near any businesses that would need this facility.
- 4 respondents comment that this area is used for school drop off and spaces are needed.
- 1 respondent comments that it would increase vandalism.
- 1 respondent comments that it would restrict ability to have a driveway in this area.
- 1 respondent comments that it will encourage unchallenged unsavoury characters to park outside a school.
- 2 respondent comments that it encourages more people to come down the road to use the bays.
- 1 respondent comments that it will add congestion.
- 1 respondent comments that no neighbours have EV's.
- 1 respondent asks about the request for residents parking.
- 1 respondent comments that the majority of residents have access to electric if needed for cars.
- 1 respondent comments that the bus service is good so there isn't a need for car club.
- 1 respondent comments that residents and visitors can't park near their properties.
- 1 respondent comments that this proposal takes away last available spaces.

**Suggestions**

- Place scheme opposite Woodwater Academy.
- Place somewhere else, not in front of someone's property.
- Place opposite school field, between Landsdowne and the bus shelter on that side of the road.
- 1 respondent has specific questions about charges, timings and how to use the co-car.

**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 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.

Following the consultation last year, it has been resolved to progress with the detailed design for a residents parking scheme for a number of areas in Exeter, including an extension in the Woodwater Lane area. The prioritisation of schemes will be decided next year.

**Recommendation –**

It is recommended that the proposals are implemented as advertised.

**Plan ENV5885/15 (A) – Powderham Crescent, Exeter  
18 respondents – 18 Residents of Powderham Crescent**

- 2 residents totally object to the proposals.
- 1 resident totally supports the proposals.
- 15 respondents object to the current proposals but would support the proposals with amendments.
- 1 respondent comments that it will intensify existing parking disputes.
- 6 respondent comments that it will deduct from residents parking.
- 2 respondents comment that residents don't currently have EV cars.
- 3 respondents comment that existing parking issues already cause residents to park on different streets.
- 1 respondent comments that it's not a like for like exchange. The 4 bays have enough capacity for 5 normal spaces.
- 1 respondent comments that not everyone can afford an electric car.
- 1 respondent comments that it will bring more traffic and cause further congestion and noise issues.
- 1 respondent comments that this proposal will not lead to the acquisition of EV's.
- 1 respondent comments that people who own EV's are likely to have off road parking and have their own charger.
- 1 respondent suggests that bays should be provided where there isn't limited parking, congestion and noise issues like Pennsylvania Road or Well Street.
- 2 respondents comment that there is an ongoing problem with lack of parking in the area.
- 1 respondent comments that this does not benefit residents, only commuters.
- 1 respondent comments that clustering them on one street rather than giving each street a charging zone does not make sense.

**Support with amendments:**

- 5 respondents comment they support moving forward with charging points but 1 EV and 1 CC bay is enough for demand.
- 1 respondent comments that it benefits the environment but needs to have 4 normal spaces added to offset parking problem.
- 1 respondent comments that they support but measures are needed to discourage car ownership to tackle parking issues.
- 3 respondents comment they would like to see only 1 bay so as not to decrease parking too much.

**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 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.

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 provision of a car club bay provides sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.



<ul style="list-style-type: none"> <li>• 2 respondents comment they will only support if restrictions on student permits are in place.</li> <li>• 1 respondent comments that 2 EV bays is enough.</li> <li>• 1 respondent suggests the bays are placed in the limited waiting.</li> </ul> <p>Supportive comments:</p> <ul style="list-style-type: none"> <li>• 1 respondent comments we should be building resources and infrastructure to de-carbonise.</li> <li>• 1 respondent comments that they will become essential infrastructure when we shift to EV's.</li> </ul>	
<p><b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
<b>Plan ENV5885/16 (A) - Blackall Road, Exeter</b>	
No comments received.	
<p><b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
<b>Plan ENV5885/17 (A) - Aldens Road, Exeter</b>	
No comments received.	
<p><b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
<b>Plan ENV5885/18 (A) – Iddesleigh Road, Exeter 2 respondents – 1 Resident of Lucas Avenue &amp; 1 Resident of Pinhoe Road</b>	
<ul style="list-style-type: none"> <li>• 1 respondent supports the proposed electric vehicle bays.</li> <li>• 1 respondent comments that they will switch their car to electric if the bays are put in.</li> <li>• 1 respondent objects to the proposed electric vehicle bays.</li> <li>• 1 respondent comments that residents of Lucas Avenue are forced to park on Iddesleigh Road due to parking issues, so adding EV bays will reduce parking further.</li> </ul>	<p><b>Officer Comments</b> 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.</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 available for people. This is particularly important at night.</p>

<ul style="list-style-type: none"> <li>• Their autistic son will suffer if he has to walk further to get to the car putting him in danger.</li> <li>• Parking is required for visitors.</li> </ul>	<p>The adjacent limited waiting will remain for visitors and additional overnight/Sunday parking for residents.</p>
<p><b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.</p>	

<b>Comment</b>	<b>Devon County Council Response</b>
<p><b>Plan ENV5885/19 (A) – New Valley Road, Exeter</b> <b>1 respondent – 1 Resident of New Valley Road</b></p>	
<ul style="list-style-type: none"> <li>• 1 respondent objects to the proposed Electric Vehicle Bays comments as it forces the issue onto Old Baker Close.</li> </ul>	<p><b>Officer Comments</b> 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.</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 available for people. This is particularly important at night.</p>
<p><b>Recommendation –</b> It is recommended that the proposals are implemented as advertised.</p>	

<b>Comment</b>	<b>Devon County Council Response</b>
<p><b>Plan ENV5885/20 (A) – Heraldry Way, Exeter</b> <b>4 respondents – 4 Residents of Heraldry Way</b></p>	
<ul style="list-style-type: none"> <li>• 3 respondents object to proposed Electric Vehicle Bays.</li> <li>• 2 respondents comment that it means less parking spaces.</li> <li>• 2 respondents comment that there are already existing parking issues.</li> <li>• 1 respondent comments that this has already been subject to consultation in 2019.</li> <li>• 1 respondent comments that there is a lack of parking for school drop off.</li> <li>• 1 respondent comments that it will increase obstructive parking.</li> <li>• 1 respondent comments that it forces issues up the road.</li> <li>• 1 respondent comments that the size and number of bays is excessive.</li> </ul>	<p><b>Officer Comments</b> 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.</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</p>

<ul style="list-style-type: none"> <li>1 respondent comments there will be a loss of footway width.</li> </ul> <p>Support</p> <ul style="list-style-type: none"> <li>1 respondent supports the proposed electric vehicle bays.</li> <li>1 respondent comments that it will encourage them and others to switch to electric cars.</li> </ul> <p>Suggestions:</p> <ul style="list-style-type: none"> <li>Locate on Digby Drive/Sowton Park &amp; Ride.</li> </ul>	<p>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.</p> <p>EV chargers will only be placed on footways that have sufficient width to allow for full pedestrian/disabled access.</p> <p>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.</p>
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**Recommendation –**

It is recommended that the proposals are implemented as advertised.

<b>Comment</b>	<b>Devon County Council Response</b>
<p><b>Plan ENV5885/21 (A) – Sydney Road, Exeter</b>  <b>2 respondents – 2 Residents of Sydney Road</b></p>	
<ul style="list-style-type: none"> <li>2 respondents object to the proposed Electric Vehicle Bays.</li> <li>1 respondent comments that they can't afford an electric car.</li> <li>2 respondent comments that it restricts the few spaces they do have.</li> <li>1 respondent comments that it will bring in more cars from outside the area.</li> <li>1 respondent comments that they have not been consulted in this process.</li> </ul>	<p><b>Officer Comments</b></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.</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 available for people. This is particularly important at night.</p> <p>This is the consultation on the proposals and the respondent has provided their comments.</p>

**Recommendation –**

It is recommended that the proposals are implemented as advertised.

**Comment****Devon County Council  
Response****General Comments**

1 Respondent: Resident of Thompson Road

- 1 respondent objects to the proposed Electric Vehicle Bays.
- They do not support due to their design and location. The design is too large to be accommodated on the pavement and are visually unattractive. They need to be smaller and more discrete. This is a bad start to an important initiative and will set longer term goals back.
- Space should not be taken from pedestrians and cyclists to promote more vehicular travel. We allocate too many spaces to vehicles. Active travel modes are squeezed for space and safe access as a result. This leads to increased private car usage.
- This will force pedestrians into the road and discourage pedestrian movement especially disabled users and pushchair users.
- We need vehicular traffic reduction not pedestrian reduction.
- Suggests the charging points are placed in an alternative location within the bay or in a car park.

**Officer Comments**

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

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 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 comments are noted.