

**GUILDFORD BOROUGH COUNCIL AND  
SURREY COUNTY COUNCIL**



**GUILDFORD  
BOROUGH**

**GUILDFORD JOINT COMMITTEE**

**DATE:** 1<sup>st</sup> JULY 2020  
**LEAD OFFICER:** CHERRIE MENDOZA, TRANSPORT STRATEGY PROJECT MANAGER  
**SUBJECT:** SURREY COUNTY COUNCIL ELECTRIC VEHICLE CHARGING POINT TRIALS  
**DIVISION:** GUILDFORD SOUTHEAST, GUILDFORD SOUTHWEST

**SUMMARY OF ISSUE:**

This report provides an overview to the Electric Vehicle (EV) Charging Point Trials, setting out the programme of delivery of on-street charge points in the next 12 months and seeks the approval of Guildford Joint Committee to advertise the change in Traffic Regulation Orders (TRO) required to deliver the charging infrastructure in 20 parking bays in Guildford Borough. The trial is part of a wider initiative to install charging infrastructure in Waverley, Woking and Spelthorne Boroughs, along with Guildford.

**RECOMMENDATIONS:**

**The Joint Committee (Guildford) is asked to:**

- (i) Note the overview of the plans and locations of bays to undertake the Electric Vehicle Charging Point trials funded by the Enterprise M3 (EM3) Local Enterprise Partnership (LEP) and led by Surrey County Council (SCC) in Guildford.
- (ii) Agree that the project sponsor, in consultation with the parking strategy and implementation team manager, the chairman/vice chairman of this committee and the appropriate county councillor can modify the layout and location of the bays prior to a traffic regulation order (TRO) being advertised.
- (iii) Authorise advertisement of all necessary TROs across the selected sites in the Borough of Guildford, as and when required, in order to allow the bays to be introduced and agree that if no objections are maintained, the orders are made.
- (iv) Agree that if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate Divisional member, with the addition also of the SCC Transport Strategy Project Manager.

## **REASONS FOR RECOMMENDATIONS:**

The committee is asked to agree the recommendations to enable the progression of the Electric Vehicle Charging Point Trials as per the business case that was approved and funded by the EM3 LEP.

### **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Following the consultation and the subsequent adoption of Surrey's Electrical Vehicle Strategy policy in 2018 which forms part of Surrey's Transport Plan, a number of issues have been identified concerning on-street EV charging and the lack of commitment from Surrey to invest in the infrastructure that would help residents in the transition to EVs. There was recognition that provision should be targeted in areas where air quality is a concern i.e. Air Quality Management Areas (AQMAs), town centre locations, and that there was a need for standardisation to ensure a consistent user experience throughout Surrey.
- 1.2 As the demand for EVs increases, the pressure to provide the right type of infrastructure in particular locations will also increase. There are a number of issues that need to be considered before SCC introduces a county wide roll out (to be done by SCC or a private company) e.g. parking, availability of space on the public highway, sustainable business model, capital and revenue funds required to deliver and operate this type of technology on the highway network.
- 1.3 The trial, funded by EM3 LEP with match funding providing by Guildford Borough Council and the other three boroughs, aims to support the Council in upholding their commitments to improving air quality and addressing the climate change emergency; both of which require urgent action. The trial's objectives are aligned with the ambitions set out in the government's 'Road to Zero' strategy published in 2018.
- 1.4 The prioritised sites within the Borough of Guildford have been selected based on a strict site feasibility criteria in partnership with our charge point supplier and Guildford Borough Council. Two twin 22kW fast charging units will be installed at each site, giving capacity for four (4) EVs to charge simultaneously. Overall, there will be 20 parking bays served by the EV charge points to be provided. An additional 60 charge points will be provided in the other three participating boroughs.

### **2. ANALYSIS:**

- 2.1 The approach to site selection has been to encourage the take up of Electric Vehicles to contribute to air quality objectives. Furthermore, it is hoped that the provision of this infrastructure will stimulate economic activity by providing charging points close to shops and businesses and giving residents without off-street parking access to electric vehicle charging near their homes.
- 2.2 There have been some concerns, in early consultation with Guildford Borough Council, of what reaction enforcing 'EV only' parking restrictions may harbour from local residents and businesses in locations where parking demand is higher than current capacity.

- 2.3 On the other hand, if bays which are serviced with EV charging points do not have the appropriate Traffic Regulation Orders (TROs) in place to restrict usage to EV only drivers and limit parking time to match the time it takes to charge an EV battery, drivers may be confused about if, and for how long they can park in EV bays which would then result in the charging infrastructure being underutilised.
- 2.4 As such, it is crucial to have EV-only TROs in place in these locations before the infrastructure goes live to ensure 'good' charging and parking behaviour is enforced from the start of the trials. It is also to ensure that we instil confidence in both current and potential EV users that charging infrastructure will be available when needed.

### **3. OPTIONS:**

- 3.1 If the decision to advertise the necessary TROs is not approved by this committee, there is a risk that the charging infrastructure will not realise their full potential to contribute to air quality and overall climate change objectives which is crucial for both SCC and GBC.

### **4. CONSULTATIONS:**

- 4.1 We have worked collaboratively with SCC and GBC officers in parking, highway and sustainability teams throughout the site selection process. Discussions with the Distribution Network Operator (DNO) have also played a big role in the final identification of the sites.
- 4.2 We are therefore seeking the permission of this committee to undertake public consultation of the sites that have been prioritised.
- 4.3 We are aware of the updated regulations on issuing TROs in light of the current circumstance of COVID-19 and will advertise according to those regulations.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 All funding for the Electric Vehicle Charging Point trials including the TRO advertisements was confirmed in November 2019 with majority of the funds provided by the EM3 LEP. Match funding was provided by Guildford Borough Council and the other three trial boroughs.
- 5.2 On-street parking charges will remain unchanged in the updated TROs, thus ensuring the protection of this revenue stream.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 The following accessibility considerations have been factored into our pilot plan:
1. We have ensured that the EV charging points leave at least 1.5m of footpath width, where they are installed on the pavement. Where this is not possible, we are requiring an extension of the footway in a form of a 'buildout' to be constructed to allow for the installation of the charging

points. This is designed to leave sufficient width of pavement for wheelchair access and avoid unnecessary obstacles for those with vision impairments.

2. Each EV charging site will consist of 4 dedicated EV parking bays. We will be ensuring that where possible at least 1 parking bay at each new charging site will be sufficient length for blue badge holders (6.6m opposed to 5.7m standard spacing). These 'easy access' bays will not be reserved for blue badge holders for the duration of the 2 year pilot as the aim of the trial is to facilitate EV uptake in the borough which is currently very low and we acknowledge that is likely that an EV only and blue badge holder only charging site is not going to encourage optimum use of the infrastructure. It is our intention however, that once the level of EV use has reached a significant level in comparison to the Internal Combustion Engines (ICE), the TRO will be updated to enforce blue badge only parking to prioritise those with mobility impairment.

## **7. LOCALISM:**

- 7.1 The following sites in Guildford Borough were selected for the installation of EVCPs with 4 twin unit charging points, and therefore 4 parking bays serviced at each.

The prioritised locations are:

- Site 1: Jenner Road, Guildford GU1 3PH
- Site 2: London Road, Guildford GU1 2AF
- Site 3: Millmead, Guildford GU2 4BE
- Site 4: Quarry Street #1, Guildford GU1 3UY\*
- Site 5: Stoke Road, Guildford GU1 1EY
- Site 6: Wodeland Avenue, Guildford GU2 4JZ
- Site 7: Pewley Hill, Guildford GU1 3SQ
- Site 8: Benbrick Road, Guildford GU2 7UD
- Site 9: Quarry Street #2, Guildford GU1 3UA

\*involves the provision of new car parking spaces to accommodate the EV infrastructure

- 7.2 Local residents and businesses who currently park in these locations may be impacted by the change to the proposed EV only parking enforcement. However, this would benefit those who have no access to off-street parking.
- 7.3 The rationale for the four EV parking bays served by two twin EV charging units for each site is to ensure availability of reliable infrastructure, particularly in the event that one unit may be unavailable due to technical issues.
- 7.4 Out of the 9 sites identified, a final list of 5 sites will accommodate the 20 EVCPs which will depend on the public consultation results.

## **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	Set out below.

### 8.1 Sustainability implications

Increased uptake of electric vehicles where it replaces combustion engine forms of transport such as petrol and diesel cars, will improve air quality and reduce carbon emission levels, which is a key objective of the Surrey Local Transport Plan (LTP) and addresses the declaration of climate emergency. Transport is responsible for one third of carbon emission in Surrey. SCC's LTP has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

### 8.2 Public Health implications

The improvements in air quality resulting from the reduced NOx emissions and reduced particulate matter will mitigate any negative health implications leading to respiratory diseases which poor air quality is proven to cause.

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 A recommendation is made to facilitate the necessary TRO advertisements to allow for the successful delivery of the EV charging point trial in Guildford and ensure that they serve current and potential EV drivers.
- 9.2 Agree that the project sponsor, in consultation with the parking strategy and implementation team manager, the chairman/vice chairman of this committee and the appropriate county councillor can modify the layout and location of the bays prior to a traffic regulation order (TRO) being advertised.
- 9.3 Authorise advertisement of all necessary TROs across the selected sites in the Borough of Guildford, as and when required, in order to allow the bays to be introduced and agree that if no objections are maintained, the orders are made.
- 9.4 Agree that if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor, with the addition also of the project sponsor.

## **10. WHAT HAPPENS NEXT:**

- 10.1 The project team will arrange for the necessary TRO's to be advertised in the identified locations.
- 10.2 Results of the TRO consultation will be shared with the Guildford Joint Committee in autumn.
- 10.3 Following the TRO approval, the charging infrastructure will be installed in the proposed locations from late autumn (2020) to early spring of 2021.

### **Contact Officer:**

Cherrie Mendoza  
Transport Strategy Project Manager, Transport Policy Team SCC

### **Consulted:**

SCC Parking, Local Highways, Legal, Property  
GBC Parking, Sustainability, Rural Economy, Planning

### **Annexes:**

Annex A – Site locations  
Annex B – TRO proposals  
Annex C – Charging times desktop research presentation

### **Sources/background papers:**

- Surrey County Council EV Strategy, 2018