

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)****DATE: 13 NOVEMBER 2020****LEAD OFFICER: STEVE HOWARD, TRANSPORT STRATEGY PROJECT MANAGER****SUBJECT: SURREY COUNTY COUNCIL ELECTRIC VEHICLE CHARGING POINT TRIALS****DIVISION: FARNHAM CENTRAL; FARNHAM NORTH; WAVERLEY
EASTERN VILLAGES; GODALMING NORTH;
GODALMING SOUTH, MILFORD AND WITLEY;
HASLEMERE****SUMMARY OF ISSUE:**

This report serves as an update on the progress of the Electric Vehicle (EV) Charging Point Trials happening across Surrey as the project moves into the final pre-installation phase.

Following the informal Local Committee meeting in September 2020, Traffic Regulation Orders (TRO) of 9 sites were submitted for public consultation. Within this report, member approval is required to delegate decision making powers to the Chairman, Vice Chairman and Divisional Member(s) to approve the final five sites upon completion of the consultation feedback review to install EV charging point units.

RECOMMENDATIONS:**The Local Committee (Waverley) is asked to:**

- (i) Approve delegation of site approval to the Chairman, Vice Chairman and Divisional Members once the appropriate consultation evidence is presented to them.
- (ii) Note that the final consultation evidence and feedback will be shared with the Committee Members when finalised.
- (iii) Allow for any future sites required for approval prior to the next Local Committee meeting to be agreed by the Chairman and Vice Chairman and Divisional Members for a potential Phase 2 trial.

REASONS FOR RECOMMENDATIONS:

The Local 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.

As previously noted, the proposed charge point sites are the product of prior consultation with the Committee informally and feedback from subsequent TRO consultation.

Due to TRO delays the consultation period ended on 30th October. Therefore, the feedback is currently being analysed and reviewed in order to determine the final 5 sites. Through Chairman, Vice Chair and Divisional Member approval after the committee meeting this will allow the project to progress.

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 necessary infrastructure in certain 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 undertaken 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 This trial, funded by EM3 LEP with match funding providing by Waverley 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 Waverley have been selected based on a strict site feasibility criteria in partnership with our charge point supplier and Waverley 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.
- 1.5 Sites were initially identified via an interactive selection process involving suggestions from Borough partners and local residents. Following this, 11 sites were deemed feasible, having passed desktop assessment; DNO cost assessment and engineering and financial risk assessment were forwarded for TRO advertisement. Permission was sought from an informal Local Committee meeting in September 2020 to advance these locations to TRO, after which 2 further sites were identified as infeasible, resulting in 9 being submitted for public consultation on 2nd October 2020.

- 1.6 Public consultation approach involved the 9 sites being published on the county council's website, which allowed for residents and business owners or users to give feedback about the proposed sites.
- 1.7 The TRO consultation period ended on the 30th October. The feedback and content from this consultation is currently in the process of being reviewed.

2. ANALYSIS:

- 2.1 The 9 sites which were put through TRO consultation will now be analysed prior to recommendations being made about which 5 sites will be progressed and charging infrastructure installed.
- 2.2 Feedback will be assessed internally and will engage the relevant parking teams to determine how the feedback is processed and reflected in the site selection.
- 2.3 Based upon the review of the TRO consultation feedback, 5 sites will be chosen and presented to the Chairman, Vice Chairman and Divisional Members.

3. OPTIONS:

- 3.1 The committee is asked to approve the option of delegating decision making power in order for the project to be progressed within in the funding agreement schedule.

4. CONSULTATIONS:

- 4.1 The process which is currently being followed since receiving the consultation feedback on 30th October will ensure all feedback is analysed and reviewed.
- 4.2 The project team will engage internally to seek advice on responses and practicalities of TRO review. Sites will be looked at in light of these responses to determine if the sites still remain viable and acceptable.
- 4.3 Due to the nature of this being a trial and the first EV TRO consultation to be completed, it is not known to what extent or opinion the feedback will cover, but it will be reviewed rationally in line with our wider considerations and criteria of site selection.

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 Waverley Borough Council and the other three trial boroughs.
- 5.2 Sites with existing 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

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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. Ensuring that where possible at least 1 parking bay at each new charging site will be of 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.

- 6.2 This has previously been discussed with the Local Committee and still remains in the current plan.

7. LOCALISM:

- 7.1 The 9 sites which will be put forward for public consultation via the current standard TRO procedure are:

- Site 1: Windrush Close, Bramley
- Site 2: Hale Road, Farnham
- Site 3: Falkner Road, Farnham
- Site 4: High Park Road, Farnham
- Site 5: Brighton Road, Godalming
- Site 6: Croft Road, Godalming
- Site 7: Summer's Road, Godalming
- Site 8: St Christopher's Green, Haslemere
- Site 9: Wey Hill, Haslemere

- 7.2 Based on the consultation feedback of the 9 sites, 5 sites will be recommended to install EV charging points as part of the Phase 1 trials.

- 7.3 The remaining 4 will be considered for any potential additional phases of on street EV infrastructure. Further suggestions for other potential EV charging sites specifically in residential areas with limited off-street parking, is welcomed.

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 approve delegation powers of site approval to the Chairman, Vice Chairman and Divisional Members once the appropriate consultation evidence is presented to them.
- 9.1 This is to allow for the full analysis of consultation feedback to be progressed and for the 5 chosen sites to be recommended to the Chairman, Vice Chairman and Divisional Members.
- 9.2 Through allowing the delegation powers the EV trial can still go ahead and meet installation timescales of the new year.
- 9.3 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 continue analysis of the consultation feedback.
- 10.2 Following the completion of this exercise the project team will complete a report detailing our recommended 5 sites. This will be shared and presented to the Chairman, Vice Chairman and Divisional Members.
- 10.3 Following the TRO approval and approval from the Chairman, Vice Chairman and Divisional Members, the charging infrastructure will be installed in early 2021.
- 10.4 Depending on the outcomes of the consultation the remaining 4 sites could be considered for Phase 2.
- 10.5 As it is a trial there will be ongoing review of the installed sites and, although not anticipated, could be reviewed if there are ongoing issues.

KEY MILESTONES	STATUS/TARGET DATE
Site Selection	Completed
Site Feasibility Assessment	Completed
6 week public consultation	Completed 30 th October
Seek approval to implement 5 sites (Local Committee meeting)	W/C 30 th November
TRO changes implemented	January 2021
EV charge point installation and Go Live	March 2021

Contact Officer:

Steve Howard, Transport Strategy Manager, Transport Policy Team SCC

Consulted:

SCC Parking, Local Highways. Legal, Property
WBC Sustainability, Environmental Health

Annexes:

Annex A – Waverley EV Charging Pilot Proposed Site Locations

Sources/background papers:

Surrey County Council EV Strategy, 2018

<https://mycouncil.surreycc.gov.uk/documents/g7310/Public%20reports%20pack%20Friday%2019-Jun-2020%2010.30%20Waverley%20Local%20Committee.pdf?T=10>

Annex A – Waverley EV Charging Pilot Proposed Site Locations

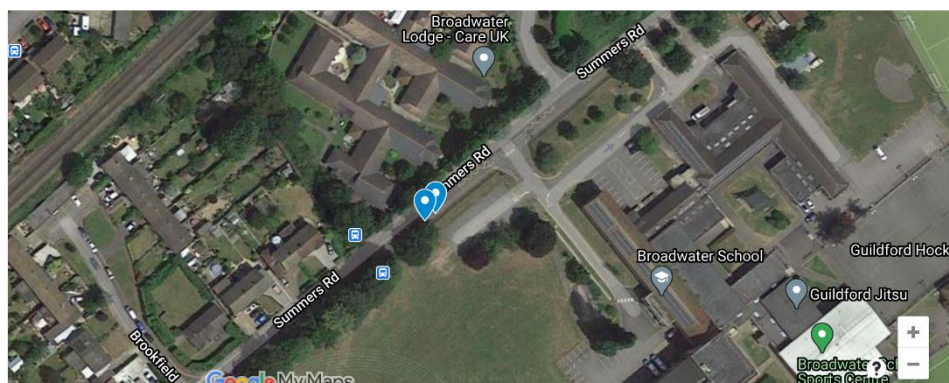


Figure 1: Summers Road Proposed Site Location

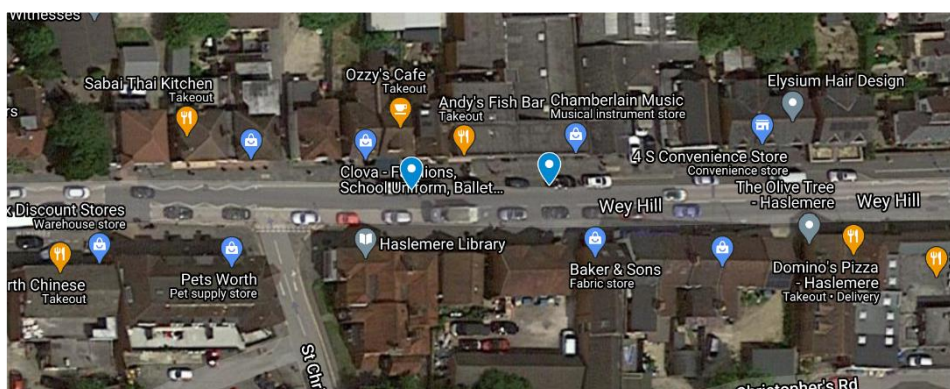


Figure 2: Wey Hill Proposed Site Location

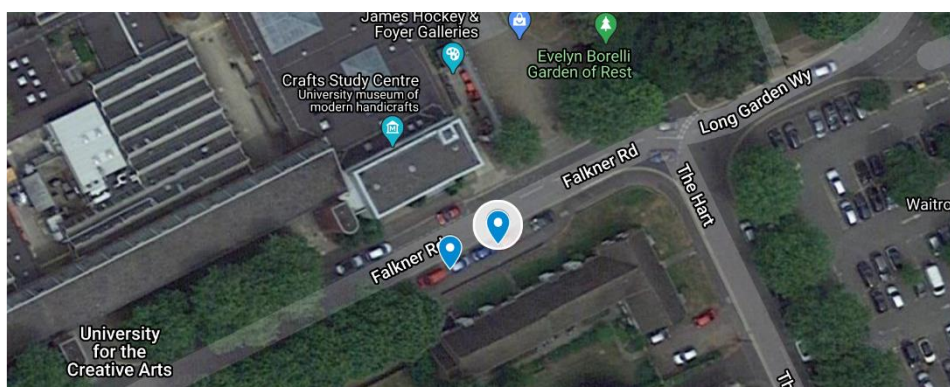


Figure 3: Falkner Road Proposed Site Location

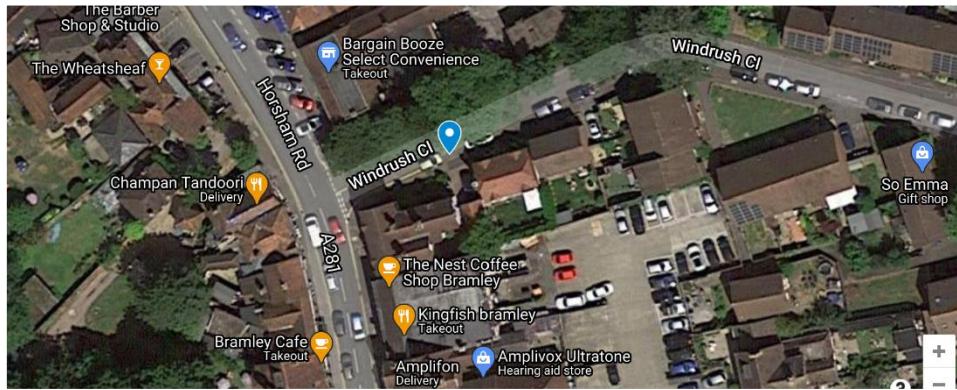


Figure 4: Windrush Close Proposed Site Location

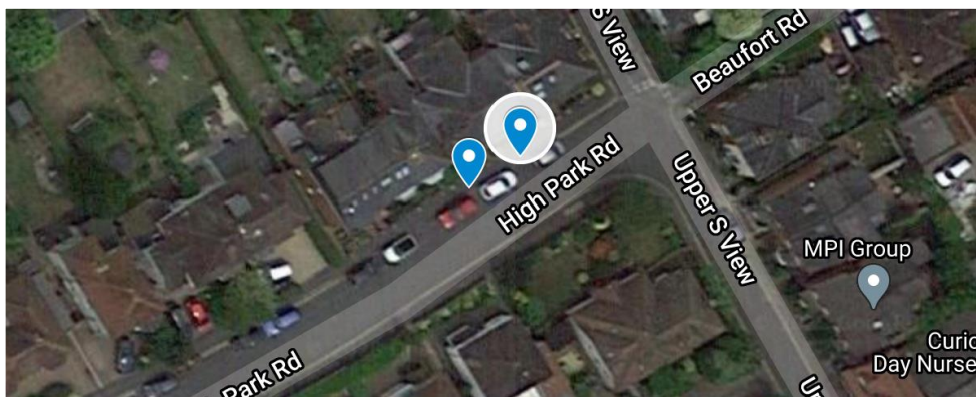


Figure 5: High Park Road Proposed Site Location

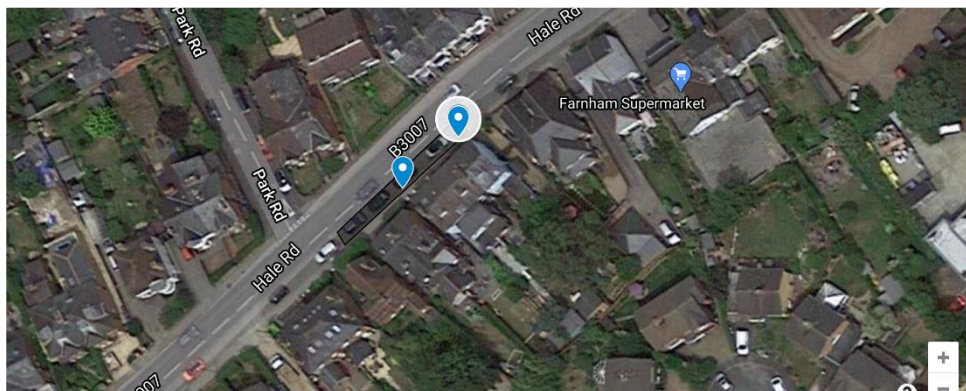


Figure 6: Hale Road Proposed Site Location



Figure 7: St Christopher's Green Site Location



Figure 8: Brighton Road Proposed Site Location



Figure 9: Croft Road Proposed Site Location

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