

## Report to the Cabinet

Meeting to be held on Thursday, 9 July 2020

### Report of the Head of Service - Highways

#### Part I

Electoral Divisions affected:  
Accrington South; Accrington  
West & Oswaldtwistle Central;  
Brierfield & Nelson West;  
Burnley Central East; Chorley  
Central; Clitheroe; Fleetwood  
East; Great Harwood, Rishton  
& Clayton-le-Moors; Lancaster  
Rural North; Leyland Central;  
Morecambe Central; Nelson  
East; Pendle Rural; Poulton le  
Fylde; Preston City; Ribble  
Valley North East;  
Skelmersdale West; West  
Lancashire East;

**Lancashire County Council (Various Locations, Burnley, Chorley, Hyndburn, Lancaster, Pendle, Preston, Ribble Valley, South Ribble, West Lancashire and Wyre) (Revocation, Amendment to Permit Parking Provisions, Various Parking Restrictions and Electric Charging Point Parking Places (No1)) Experimental Order 2019**

(Appendices 'A' to 'U' refer)

Contact for further information:

Chris Nolan, Tel: (01772) 531141, Traffic Regulation Officer,  
[chris.nolan@lancashire.gov.uk](mailto:chris.nolan@lancashire.gov.uk)

#### Executive Summary

An Experimental Traffic Regulation Order was introduced to reserve sections of the highway solely for the use of Electric vehicles to wait whilst utilising the charge point facilities that had been provided as part of the council's electric charging infrastructure roll out.

The purpose of the experimental order was to ensure that the bays were available for use by drivers to charge their vehicles and to ensure once the charging is complete the bays were vacated to allow others to use the same facilities. The order was introduced as an experimental provision as these were the first electric charging parking places and it was important to ensure that the bays were of the correct length and the time limits were sufficient to meet driver's needs. Along with the provision of electric vehicle charging bays it has been necessary to make alterations and clarifications to adjacent parking restrictions, including simplifying and tidying up a number of discrepancies that have been identified.

This is deemed to be a Key Decision and the provisions of Standing Order C19 have been complied with.

### **Recommendation**

Cabinet is asked to approve the permanent continuation of the Experimental Traffic Regulation Order introducing time limited parking places for electric vehicles (such vehicles needing to be on charge in order to use the parking place) on the various roads within the Burnley, Chorley, Hyndburn, Lancaster, Pendle, Preston, Ribble Valley, South Ribble, West Lancashire and Wyre districts along with any associated regulations necessary to ensure the introduction of the parking places as detailed in the Experimental Traffic Regulation Order (Appendix 'A'), site plans (Appendices 'B' to 'T') and statement of reason (Appendix 'U').

### **Background and Advice**

As part of the funding secured to reduce the county council's carbon footprint the council committed to provide a minimum of 150 parking spaces where electrically powered vehicles can be charged. The provision is to primarily allow drivers to charge electrically powered vehicles when away from home.

The county council has entered into a contract with BPChargemaster to supply, install and maintain charging units on the highway in order for the county council to fulfil its commitment.

On street parking locations around the county were identified in areas where they would be attractive for drivers to use, and where an electric supply was sufficient and convenient to ensure the connection costs were financially viable. Finally the sites had to be positioned such that they were clear of other electrical equipment including lighting columns. Taking into consideration these limitations, the number of suitable locations in any given area was limited.

Sites have been identified in strategic positions around the county and most of the charging units have been fitted, and are currently in use by the public. The bays have been marked for use by electric vehicles and to allow the bays to be available for use an Experimental Traffic Regulation Order was introduced. The initial six month consultation period has now elapsed and we are looking to make the experimental measures permanent.

The charging units that have been installed are of two basic types, the majority of units are 'destination (fast) chargers' that will take up to three hours to charge a vehicle from low to full charge. There have been a small number of 'rapid chargers' installed that will charge vehicles in about one hour. The time restrictions that are proposed reflect the equipment installed and are set for a limited waiting period of three hours for the destination chargers and 1 hour for the rapid chargers, both with no return in 2 hours. The Order will also include the stipulation that the vehicle should be connected to the charging point and charging. The stipulation that the vehicle should be plugged in and charging prevents the facilities being used as free parking for electric vehicles without the charger being utilised.

In order to introduce these parking places it is necessary to make alterations to the Traffic Regulation Orders around the proposed bays. Where this has displaced bays for disabled parking, new locations have been identified so that this provision is not reduced by the proposed introduction of the electric vehicle charging bays.

## **Consultations**

The Experimental Traffic Regulation Order was introduced on an experimental basis on 21 June 2019. As part of this introduction the council consulted with its usual consultees as well as displaying notices on site and in the local newspaper. The consultation period lasted for 6 months.

Before and during the consultation period 20 objections and/or adverse comments were received along with 1 response in support and 2 further responses indicating that bays were being occupied by non-electric vehicles. The basis of the comments are set out below:

## **Objections and Adverse Comments**

### **Ellis Street, Barnoldswick**

Four Objections were received relating to the provision of 2 destination electric vehicle charging units that provide 4 vehicle charging bays in Ellis Street, Barnoldswick. Some of the correspondence covered a number of different points whilst some of the objections were raised in more than one communication. As with other areas, the objectors were concerned that the charging points were installed without any consultation and that the bays were reserved for electric vehicles, therefore representing a net loss of parking in the area.

One objector was concerned that there is regularly events held on the square in Barnoldswick. For some of these events it is necessary to close Albert Road and this will in turn prevent access to the charging points. The objector indicates that this indicates that Ellis Street is not a suitable place for the Electric Vehicle Charging Bays. This was followed up with comments that the bays would be best placed on the car parks in the area.

A further concern was that the combination of the road signs and charging equipment rendered the footway too cluttered to allow the safe passage of either a wheel chair or a pram.

### **York Street, Clitheroe**

Eight objections were received regarding the four destination charging units placed in York Street, Clitheroe. These provide provision to charge a total of eight vehicles at any time. As with Barnoldswick some objectors covered a number of points and some of the objectors raised similar concerns.

Concerns were expressed that the best place for the bays would be in the town's car parks and that the provision was taking out parking spaces that were considered to be part of the local Residents Parking Scheme, and that this reduction of residents only parking provision would then cause problems in other resident's schemes as parking was reduced. There were complaints that the changes to the scheme were not indicated at the time that permits were due for renewal, and requests that all residents parking schemes in the vicinity of the new bays were re-assessed and

brought into one scheme. Other suggestions were that the members of residents only parking schemes should also be able to use the Electric Vehicle Charging Bays.

As in other areas there were comments about the lack of consultation prior to the installations. There were concerns that the bays along with the equipment looked out of place in the conservation area and that the bays were a loss of town centre parking when there was already insufficient parking. One objector complained that the parking problem was increasing with the number of new homes being built in the area.

One objector was concerned that the provision of eight bays was excessive when the present proportion of electric vehicles was only 0.2% of the vehicles on British roads.

### **Preston Street, New Street & Market Street, Carnforth**

As in other areas objections were received that the town council and other elected representatives including the divisional County Councillor were not consulted prior to the installation of the three destination chargers and one ultra-charger, a total of seven parking bays. The same concerns were expressed that the bays were a loss of much needed town centre parking.

Some of the complaints were that the shopping parking would be lost and therefore affect businesses that were already in difficulties whilst another objector was concerned that the ultra-charger on Market Street was placed as to cause difficulties for pedestrians crossing the road at the uncontrolled crossing.

One objector was concerned that the position of the Electric Vehicle Charging Bays on New Street caused problems for him taking deliveries to the cellar of his hotel. This complaint was also mentioned by the chamber of trade.

A manager of a local organisation was concerned that the loss of parking would cause difficulties for his staff. That the additional problems will add to pressures to move their office to a new site away from Carnforth.

### **Marine Road Central, Morecambe**

One objection and one e-mail with adverse comments were received regarding the charging points on Marine Road Central. One remarked that they received no consultation prior to installation of the units. One complained that the bays took away parking that they found necessary due to a lack of access to their own off street parking and the other enquired whether they would be liable to receive a fixed penalty charge if he was to park his diesel vehicle in the spaces.

### **Blackpool Old Road, Poulton Le Fylde**

An objection was received via the Divisional County Councillor that two charging units had been placed on Blackpool Old Road directly outside a local private hire company. Again the complaint included comments that the units had been fitted on site without consultation and in this case there were concerns that the facility would have an impact on the company's business.

### **Ruff Lane, Ormskirk**

Two responses were received, one of which was an objection, regarding the installation in Ruff Lane, Ormskirk. The objection covered the fact that the bays were placed near to a day nursery on a length of road that is used by parents dropping off

and picking up children. There were also comments that the town had electric vehicle charging units on a carpark that were hardly ever used and so presumed that the bays on Ruff Lane would also have very little use.

### **King Street and George Street, Whalley**

One letter of objection regarding these installations was received and one letter asking for clarity with regard to the traffic regulation orders that governed their use including the measures that would be introduced to ensure that the bays were available for use to charge electrical vehicles. The objection suggests that the units looked out of place in a conservation area, were a hazard to pedestrians, and that the provision of three bays was too many for the town.

### **Officer's Response**

The nature of the work involved with the installation of electric vehicle charging points made it difficult to undertake the normal level of informal consultation. The experimental order allows six months to make comment regarding changes introduced this way. The choice of sites was undertaken by a member of the BPChargemaster Team along with an experienced county council Traffic Engineer to ensure the best possible locations were chosen for the experiment.

The factors that had to be considered were:

1. The units need to be placed in a position where there is an electrical supply that can be connected to at a reasonable cost. Quite often there were supplies that were already oversubscribed or points that would have been suitable to place a unit but the nearest supply was considered to be too far away.
2. Sites had to be chosen that would be the least contentious as possible. This involved ruling out placing the units directly outside residential properties and only placing units outside businesses as a last resort.
3. The units needed to be placed, as far as possible, close to amenities. Essentially this provision of charging bays were to provide people with "away from home" charging opportunities.
4. Any bay had to be placed on the highway in such a position that when a vehicle was being charged it would not be possible to touch the vehicle whilst also touching another independently earthed piece of equipment. This would include street lights, illuminated signs and electrical equipment that is attached to buildings such as ATMs.
5. Consideration had to be given to other parking that may be displaced by the Electrical Vehicle Charging Bays. None of the work removed disabled parking bays. Where necessary the bays may have been moved but the net number of disabled bays remained unchanged.

It was often found that sites that were agreed as ideal often failed due to one or more of the above.

With regard to the concerns that the Electric Vehicle Charging Bays were taking away much needed town centre parking. Attempts have been made to place the bays in lengths that are presently limited parking bays. In the short term, as the technology is new, the usage of these bays may be limited but as electric vehicle sales and usage expands the facilities should be seen as an asset to any area.

It should be noted that at any location the number of electrical vehicle charging bays are a low percentage of the available parking. The highest number of bays in one location is eight. It is seen that if bays are required in an area, it is better to have

these close together so that drivers will have a central point to visit to charge their electric vehicle.

Where points were raised with regard to placing the units on car parks. This option was not a possibility due to the vast majority of carparks being owned and managed by the district councils in which the county council have no control over.

### **Site specific problems**

#### **Ellis Street, Barnoldswick**

The Ellis street site was chosen after extensive consideration in the area. Other sites were seen as incorrect as they were either directly outside businesses or homes. The point was raised that access to Ellis Street is often closed off due to events being held on the "Town Square". Whereas this could be a problem for shorter events this was taken into account when the decision to use the site on Ellis Street. It is accepted that the points will not be available for use on all days. With regard to longer events it is noted that access to the site will need to be maintained as is access to the residential properties.

There was concern that the equipment was so positioned on the footway as to prevent access when using either a pram or wheel chair. The site was inspected and this was noted to be the case. The situation was remedied by moving one sign post so that a minimum width along the footway is maintained.

#### **York Street, Clitheroe**

Points regarding choosing the individual sites are covered earlier. The main point in Clitheroe was that residents had the impression that the position of the EV bays took out space that was allocated to a residential only parking scheme. In this case the previous use of the bays were a bus stop on a road that no longer had a service and a length of limited waiting bays. As this is the case the provision is not impacting on the present residents only parking schemes.

#### **Preston Street, New Street & Market Street, Carnforth**

The charging unit on Market Street has been placed in the main shopping area but it is a single ultra charging unit requiring only one bay. This is a high profile unit that allows a fast charge and as such is an asset to Carnforth. Because of the limitation on the positioning of these units on this occasion the only suitable site was outside shops but it is only one of many bays on the length of shops.

The concerns that the bay was causing problems for pedestrians trying to cross Market Street using the uncontrolled crossing was considered and it was noted that the additional street furniture did not add any further obstruction compared to a vehicle being parked in the bay. However it was decided that, to mitigate these concerns, the existing build out for the uncontrolled crossing would be extended by 0.5m with the aim of further improving sightlines. This work has now been completed.

The problems that were expressed regarding deliveries to the Royal Station Hotel, Carnforth were assessed and it was considered that these needed to be addressed. To improve this situation the Engineer met with the proprietor of the hotel and discussed the options. As a result a new waiting order has been advertised that will allow the present EV bay on New Street to be limited to the hours of 10:00am to midnight and midnight to 7:00am. Between 7:00am and 10:00am it is proposed that the bay will be reserved for deliveries by goods vehicles. This will allow the main

deliveries to the hotel to be completed. The solution is seen as an improvement to the present situation where the bay could be fully parked up at times when deliveries are scheduled.

Due to the legal requirements around the conversion of an experimental order to a permanent order it is necessary to confirm the order in its entirety or to restart the whole procedure in these circumstances. The best course of action would indicate that, should this report be accepted, the prepared and advertised new order providing for the split use of the bay could be ready to seal immediately after the making permanent of this Order. The period required for loading has been agreed with the proprietor of the hotel. This would effectively deal with the present problems around deliveries to the Royal Station Hotel.

The order allowing loading for Royal Station Hotel on New Street, Carnforth has now been formally advertised. The proposal did not receive any objections therefore we are now in a position to be able to undertake the procedure outlined above. Should this report be accepted the new order will be introduced one week after the experimental order is confirmed as a permanent order.

**Marine Road Central, Morecambe**  
**Blackpool Old Road, Poulton Le Fylde**  
**Ruff Lane, Ormskirk**  
**King Street and George Street, Whalley**

The objections to these sites were general comments around the introduction of bays and the resulting loss of parking places. These points have been covered earlier in the report. Though individually each objector has voiced their concerns in their own way, they are essentially concerned that the bays will stop these individuals from parking in a space that they have used for some time. As the urgency to adopt the new technology becomes ever higher there will be objections of this nature, however, as the technology does roll out the need for the dedicated electric vehicle charging points will only increase.

### **Implications:**

This item has the following implications, as indicated:

#### **Financial**

The installation of the electrical vehicle charging points was undertaken in compliance with the terms of grant funding that the council secured as part of the work to reduce the county's carbon footprint. For this reason the units have been installed on the highway prior to the making of supporting Orders. The costs of relocating any of the charging points would need to be borne by the council.

#### **Risk management**

If the proposed traffic regulation order was not approved, these parking places would not be reserved for the charging of electric vehicles. This would reduce the effectiveness of the council's intended carbon reduction work and may jeopardise some of the grant funding, part of which was secured to introduce 150 parking spaces for electric vehicles.

## List of Background Papers

Paper	Date	Contact/Tel
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None		
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Reason for inclusion in Part II, if appropriate		
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