

**Cambridgeshire County Council Record of Executive Decision**  
**Decision taken by Traffic Manager in consultation with the local Members**

<b>Title of decision</b>	Consider Objections Received in Relation to Proposed Electric Vehicle (EV) Parking Spaces in De Freville Avenue and Riverside areas, Cambridge
<b>Date decision taken</b>	4 <sup>th</sup> April 2022
<b>Decision maker</b>	Sonia Hansen (Traffic Manager) in conjunction with County Councillor Gerri Bird and County Councillor Alex Bulat
<b>Is this a key decision?</b>	No
<b>Is the decision subject to call in?</b>	No
<b>Details of decision taken</b>	<p>Having reviewed details of the Proposed Traffic Regulation Order (TRO) and taking into account the consultation process and written objections received, the Traffic Manager and County Councillors decided that proposed electric vehicle parking spaces should be implemented, but amended as described in paragraph 5 below.</p> <p>The objectors will be informed of the outcome accordingly.</p>
<b>Reasons for taking decision</b>	<p>The report was presented to the meeting to allow officers to explain the proposals. The concerns raised by the objectors were discussed in detail and the following summarises the main points:-</p> <p>1. <u>General Discussion</u></p> <p>The TRO is required to change the designation of on-street parking spaces to allocate them for EV use and this decision only relates to that. There is currently no similar formal process required to place street furniture, such as EV charging points, on the highway. Notwithstanding that, the EV charging scheme has been agreed in principle by Chairs and Vice-chairs of relevant Committees of both Councils. However, it is recognised that there is considerable public interest in the charging hardware being installed, so this was discussed at length during the meeting.</p> <p>Significant works to upgrade and reinforce the power supply, particularly in Riverside, is being funded and undertaken by UK Power Networks. Had that money not been forthcoming, it is highly unlikely that either the County or City Councils would have been able to fund an EV charging project of this magnitude and complexity.</p> <p>This represents a valuable opportunity to install EV charging infrastructure at relatively low cost, thereby addressing the need to increase current and future EV charging opportunities in Cambridge.</p> <p>The on-street charging points covered by this TRO will be supplemented by several rapid charging points in the City Council car park at the end of Abbey Road.</p>

The De Freville and Riverside areas of Cambridge were chosen for a number of reasons, including resident requests for charging points, on-street parking factors, locations of existing electricity infrastructure and relatively wide footways.

## 2. Footway Widths

It is acknowledged that at some locations footway width will be narrowed by the EV charging posts, but other items, such as pay & display machines, trees, street lights, etc. in the vicinity already limit footway width. The EV charging points will not further reduce the useable footway width.

Where a reasonable footway width cannot be maintained, the charging posts will be installed on kerb build-outs, thus placing them on the road, rather than footway.

At a small number of sites, residents will be asked to cut back overhanging foliage to ensure the footway is not obstructed by that.

## 3. Riverside Vision

A large number of respondents expressed concern that the installation of EV charging points along the river frontage would compromise the delivery of the pedestrian and cycle-friendly Riverside Vision. It is acknowledged that full pedestrianisation is not the goal of the Vision. Rather, it is understood that the project seeks to significantly widen the footway on the north side of Riverside where the EV charging points will be located and the concern is that they would prevent the widening works. The current plans would have an impact, but only over a relatively short length. The planned EV charging posts would be sited on build-outs, so would not reduce the width of the current footway.

Overall, it is felt that the area identified is well-suited for EV charging points as the parking spaces appear to be currently under-used, are not directly in front of residential premises and would serve a large number of homes. In fact, a small number of requests for EV charging points were received from residents of Riverside itself, prior to commencement of this scheme.

Should the Riverside Vision come to fruition it should be possible to adjust the position of the EV charging posts to enable widening of the footway. Although it is acknowledged it could be costly to relocate them.

## 4. Traffic Generation in Riverside

It was noted that there are concerns that the EV charging points will attract additional vehicle movements, both by residents of Riverside and from outside of the area. The officer view is that the slower residential charging points will not be attractive to those living outside of the area as it will take around 8 hours to obtain a full re-charge.

	<p>Hence, they are primarily expected to be used for overnight charging by local residents, so should not significantly increase traffic movements.</p> <p>5. <u>Adjustments to Proposed Parking Spaces</u></p> <p>Residents of both De Freville and Riverside areas expressed concern about the loss of resident permit holder spaces. This could be partially overcome by retaining resident permit holder parking on those bays that are planned for conversion to EV use, so that only EV owners with a resident permit could use those parking spaces. It was decided that this relatively modest change would be incorporated into the final scheme. Where it is proposed to convert current pay &amp; display parking spaces to EV use, these would be available for all EV drivers.</p> <p>There are concerns about the proposed EV parking bay on the north side of Beche Road extending across the frontage of property no.9. The parking bay could be reduced from 4 to 3 EV spaces, so that it does not cover the frontage of no.9. It was decided that this relatively modest change would be incorporated into the final scheme. The fourth space would remain resident permit holder only parking, but could still be connected to the charging post.</p> <p>6. <u>Future Issues</u></p> <p>The scheme is -the County and City Councils' first attempt at residential EV charging provision and is reliant on government grant provision which places limits on eligible chargepoint locations. Hence, it is acknowledged that alternative approaches might be used in the future.</p> <p>The use of the chargepoints will be kept under review – this is a grant funding condition for the first three years post-implementation. If parking difficulties develop after implementation, it may prove necessary to review some aspects. For example, any pressures on resident parking availability could be overcome by reviewing parking allocations in these areas, such as converting under-used pay &amp; display and/or other parking bays to resident permit holder spaces.</p>
<b>Options considered</b>	Several alternative parking restriction modifications were considered, but the above was deemed to be the best compromise.
<b>Details of any conflict of interests declared</b>	No conflicts of interest.

<b>Details of any disclosable pecuniary interest or non-statutory disclosable interest declared</b>	No pecuniary interests or non-statutory disclosable interest declared.
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Signature of decision maker (if appropriate)

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