

Report title: De Freville Avenue and Riverside Areas, Cambridge – Consider Objections to Proposed Electric Vehicle Parking Spaces

To: Delegated Decision Meeting

Meeting Date: 4th April 2022

From: Executive Director, Place and Economy

Electoral division(s): Chesterton and Abbey

Key decision: No

Forward Plan ref: n/a

Outcome: To consider objections received in response to the publication of a proposal to introduce electric vehicle parking spaces in the De Freville Avenue and Riverside areas of Cambridge.

Recommendation: a) Introduce the electric vehicle parking spaces as published.
b) Inform the objectors of the outcome.

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1. Background

- 1.1 The proposed Order is to designate on-street electric vehicles (EV) charging spaces in the De Freville Avenue and Riverside areas of Cambridge. The spaces are required to ensure parking availability alongside planned EV charging points. These are being installed as part of a project involving the County Council, Cambridge City Council and UK Power Networks. Funding has been secured through the Government's On-Street Residential Chargepoint Scheme (75%) with the remaining funds (25%) provided by the City Council. UKPN are also making a substantial contribution (c.£1.2million) to the upgrading of the power supply in these areas. A contract has been let to install the charging points following a competitive tendering procurement process.
- 1.2 The De Freville Avenue and Riverside areas were chosen for several reasons. These are areas where a number of people have requested the provision of EV charging facilities. Other relevant factors were that they already have resident permit parking schemes, some spare on-street parking capacity, wider footways than some areas of the city and adequacy of the power supply in these areas.
- 1.3 The proposal is to designate 22 on-street parking spaces in the De Freville Avenue area, which would be alongside 11 charging posts (each can charge up to 2 vehicles at the same time) and in Riverside 17 parking spaces alongside 9 charging posts. In both areas there will be a mixture of rapid (50kW) chargers and fast (7kW) chargers. This comprises 2 on-street rapid (50kW) charging points in De Freville and 1 in Riverside, with an additional rapid charging point in the City Council's off-street Riverside car park (not included in this parking place proposal). The remainder would be fast (7kW) chargers.
- 1.4 The parking spaces subject to this proposal are currently designated as either pay & display or resident permit holders. In De Freville this comprises 6 pay & display spaces and 16 permit holder spaces. In Riverside this comprises 11 pay & display spaces and 6 permit holder spaces. In most cases the pay & display spaces appear to be relatively under-used, certainly in the day time.
- 1.5 It is proposed that the rapid charging points would have a two hour time limit to encourage a regular turnover of use. This is sufficient time to effectively fully re-charge an EV. The chargepoint operator applies a penalty charge for longer stays as it is in their interest to maximise usage of rapid chargers. The other slower chargepoints would not have a time limit as they are essentially being provided for residents' use, typically for overnight charging.
- 1.6 An informal resident engagement exercise was undertaken in October 2021 to enable residents to comment on the principle of providing EV charging infrastructure in the two areas of Cambridge. The communication provided indicative locations for the charging points. Very little negative feedback was received at that time.

2. Main Issues

- 2.1 When promoting all type of on-street waiting restrictions there is a statutory requirement for the Council to publish a notice to inform interested parties of the plans. This process invites the public to formally object to or comment on the proposed TRO in writing within a

minimum twenty-one day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals. All households in the vicinity of the proposed electric vehicle parking spaces likely to be directly affected were individually consulted by letter.

- 2.2 The TRO was advertised in the Cambridge News on 22nd December 2021 and the statutory consultation period ran until 31st January 2022.
- 2.3 A total of 100 written representations have been received. This includes 7 representations from addresses in the De Freville Avenue area (4 objections, 1 support and 2 other comments). From addresses in the Riverside area, 11 representations were received (5 objections, 1 support and 5 other comments). The remaining 82 representations (78 objections, 1 support and 3 other comments) received were from other addresses or an address was not given. These have been summarised in the tables in Appendices 4, 5 and 6, with the officer responses to the objections are also given in the tables.
- 2.4 Comments received from the relevant City Councillors are shown in Appendix 7.
- 2.5 A significant concern expressed by many of those submitting written representations, from all areas, is related to the issue of installing charging infrastructure on footways. Legally, the Council has to process a TRO to regulate the parking space alongside, which is the purpose of the published proposal. There is no such requirement relating to the placing of items of the footway, such as EV charging apparatus, so this falls somewhat outside of the scope of the TRO. However, this is clearly a significant concern that the Council needs to take into account.

The concerns around siting apparatus on the footway are understandable and both Councils want to retain safe and convenient facilities for pedestrians, wheelchair users, etc. Footway widths in these two areas are reasonably good and certainly better than in many streets in Cambridge. There are numerous items of street furniture, such as trees, lamp columns, sign posts, telegraph poles, utility service cabinets and pay & display machines, that currently limit footway width in a large number of streets. The installation of a relatively few items of EV charging infrastructure if not expected to have a major impact and will not limit footway width any more than existing street furniture already does. The circumstances in each area are as follows:-

De Freville Avenue area – 8 sites in total. 2 are on very wide footways that can comfortably accommodate the equipment. At 4 sites the charging points would be installed in line with mature trees, so would not reduce the usable footway width further than is currently the case. At the remaining 2 sites the footway width would be reduced, but to an acceptable level of at least 1.4 metres.

Riverside area – 5 sites in total. At 2 sites (Riverside and Beche Road (east end)) the charging point would be installed on new footway build-outs, so effectively occupying current road space. At 1 site the charging points would be installed at the end of a parking space on a path that essentially only provides access to adjacent homes. At the remaining 2 sites the footway width would be reduced, but to an acceptable level of approximately 1.1 metres.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

3.2 A good quality of life for everyone

The following bullet points set out details of significant implications identified by officers:

- The provision of dedicated parking spaces for EVs whilst charging will assist all drivers and particularly residents who would otherwise not be able to charge near their homes with the ongoing switch to zero emission vehicles.

3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority

3.4 Cambridgeshire: a well-connected, safe, clean, green environment

The following bullet points set out details of significant implications identified by officers:

- The provision of dedicated parking spaces for EVs whilst charging will assist all drivers and particularly residents who would otherwise not be able to charge near their homes with the ongoing switch to zero emission vehicles.
- Switching to electric vehicles has multiple environmental benefits including air quality improvements and reducing carbon emissions.

3.5 Protecting and caring for those who need us

There are no significant implications for this priority

4. Significant Implications

4.1 Resource Implications

The following bullet points set out details of significant implications identified by officers:

- Funding has been secured through a Government grant (75%) with Cambridge City Council providing the remaining money (25%). A business case was approved at E&GI Committee in December 2021 for an additional £15,000 to support the project following a funding shortfall.
- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications.

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- The statutory process relating to the requirement to publish the proposal has been followed.

4.4 Equality and Diversity Implications

There are no significant implications for this priority. Access along the public footways has been considered within the project design, and there is no significant detriment to footway width as outlined in 2.5.

4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:

- The statutory consultees have been engaged, including County and City Councillors, Police and other emergency services.

- Local residents were individually consulted by letter.
- Notices were placed in the local press and further details were available to view online or by request.

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- Relevant County and City Councillors were given the opportunity to comment as part of the statutory process.

4.7 Public Health Implications

There are no significant implications for this priority.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Positive

Explanation: Provision of on-street residential chargepoints removed one of the key identified barriers to switching to an EV, i.e. access to chargepoints for residents who have no private off-street parking. Designation of the parking bays to "EV only" ensures EV will be able to park and charge.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Positive

Explanation: Switching to an EV reduces air pollution arising from car exhausts. Provision of EV chargepoints is vital to encourage residents without private off-street parking to make this switch.

4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: Neutral

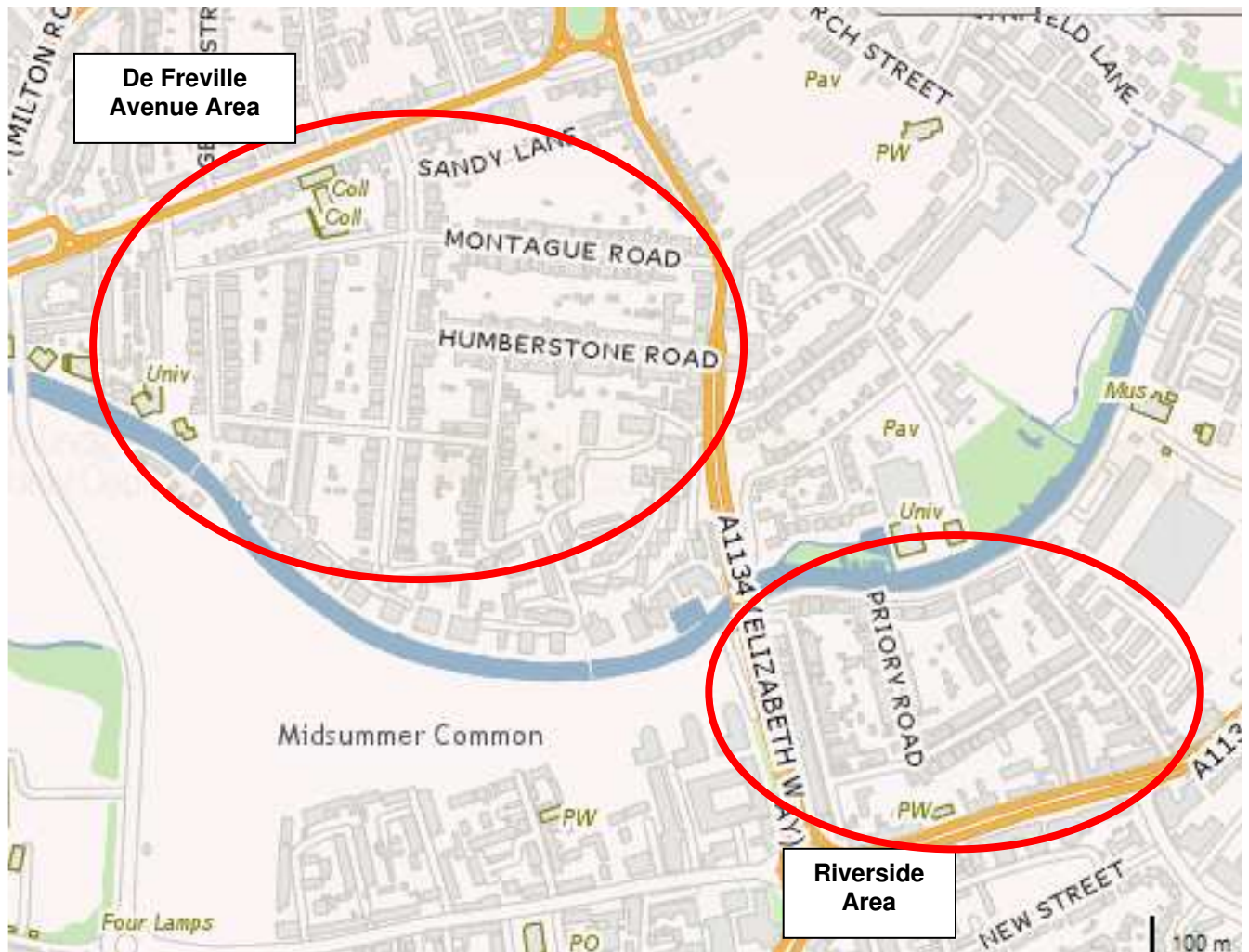
Explanation: n/a

5. Source documents guidance

5.1 Source documents

A document containing all representations submitted is available to view on our [Delegated Decisions - Openness Regulations page](#) and then by selecting this meeting date.

Appendix 1 Location of De Freville and Riverside Areas, Cambridge



Appendix 2 Proposed Parking Scheme Public Notice

Public Notice

The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions and Street Parking Places) Order 2021 (Amendment No.--) Order 202-

Notice is hereby given that Cambridgeshire County Council proposes to make the above named Order under the powers contained in the Road Traffic Regulation Act 1984 (as amended) and the Traffic Management Act 2004 (as amended).

The effect of this Order will be to install parking places for electric vehicles, with charging points alongside, on the following lengths of road in Cambridge:-

DeFreville Avenue Area

- Hamilton Road – South side to west of De Freville Ave (space for four vehicles)
- Aylestone Road – North side to east of Pretoria Rd (space for two vehicles)
- Aylestone Road – North side to west of De Freville Ave (space for four vehicles)
- Montague Road – North side to east of De Freville Ave (space for two vehicles)
- Montague Road – North side to west of Elizabeth Way (space for two vehicles)
- Humberstone Road – North side to east of De Freville Ave (space for four vehicles)
- De Freville Ave (R) – West side to south of Chesterton Rd (space for two vehicles)
- Ferry Path (R) – East side to north of Hamilton Rd (space for two vehicles)

Riverside Area

- River Lane – East side in parking bays to front of nos.34 and 36 (space for four vehicles)
- Riverside – North side to west to Saxon Rd (space for four vehicles)
- Beche Road – North side to west of Priory Rd (space for four vehicles)
- Priory Road – west side to north of Beche Rd (space for three vehicles)
- Beche Road (R) – South side to west of River Lane (space for two vehicles)

The above parking places are currently either resident permit holder spaces or time limited pay & display spaces. The sites listed in De Freville Avenue, Ferry Path and Beche Road (denoted (R)) will have rapid charging points alongside, so parking will be limited to 1 hour, with no return within 2 hours, to encourage a regular turnover of parking.

For further details of the above proposals please visit our [permanent traffic regulation orders page](#) and select PR0732. To request copies of documents please telephone 0345 045 5212 or use the e-mail address below.

Objections to the above proposals, stating the grounds on which they are made, or any other comments must be sent in writing to the undersigned or by email to policyandregulation@cambridgeshire.gov.uk by 31st January 2022 quoting reference PR0732. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports.

Steve Cox, Executive Director, Place and Economy, c/o Policy and Regulation, Box No.D8E, Huntingdon Highways Depot, Stanton Way, Huntingdon PE29 6PY

22nd December 2021

Appendix 3 Typical Layout of On-Street Electric Vehicle Charging Point

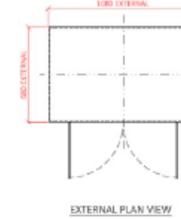
Humberstone Road CB4 1HT



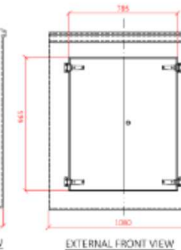
Detail A
F7 Charge Point



Detail B
CR7 Feeder Pillar



EXTERNAL PLAN VIEW



EXTERNAL FRONT VIEW

ICP to carry out all contestable works.
30 kVA Supply.

Location 1:

2x Charge Points (See Detail A)

Location 2:

Feeder Pillar (See Detail B) – Install single phase 100 amp cutout

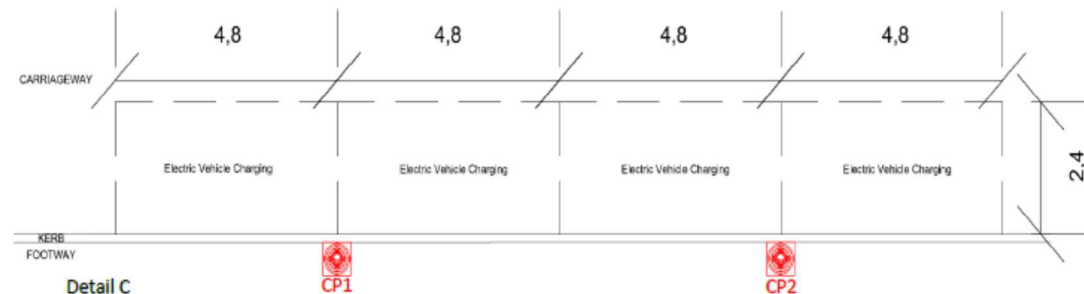
Location 1 to Location 2:

Install 4m of 35mm 4c XLPE service cable through a 50mm electric duct.

ICP to carry out all excavations, backfill and reinstatement. Including joint bay and cable trench. (minimum 450mm for tarmac footpath, 0.9m x 0.6m joint bay)

Traffic management required.

TT Earthing



Detail C
Parking Bay with 2x F7
Charge Points



Appendix 4 Summary of Objections and Other Concerns Raised, including Officer Responses – From Addresses in De Freville Avenue Area

No.	Summary of Main Issues Raised	Officer Response
1	<p>Opposed to EV charging points being placed on the footway and suggest that they should be in the carriageway. This would be a particular problem for disabled pedestrians and those with prams, small children and scooters.</p>	<p>The majority of the EV charging points are being installed on relatively wide footways and in some cases where the footway width is already narrowed by the position of trees, sign posts, pay & display machines and other items of street furniture. Where an acceptable width of usable footway cannot be maintained the charging points will be installed on footway build-outs.</p>
2	<p>The installation of EV parking bays should not be at the expense of resident parking spaces, which are in short supply. There is an excess of pay & display spaces and these should be used,</p>	<p>Pay & display spaces are being used where possible, but the proposal would result in the loss of 16 resident permit holder spaces. However, it is likely that many of them would be taken up by residents charging their own EVs. If there are concerns that EV parking bays would be used by non-resident EV users, the spaces could be reserved for De Freville resident permit holders during the operational days/hours (Mon-Sat 9am-5pm) of the existing residential parking scheme. However, the slower 7kW chargers are unlikely to be attractive to those EV drivers seeking a short duration top-up charge. The rapid 50kW chargers would be attractive for those EV owners, so they must be reserved for all EV drivers to retain the integrity and financial viability of the whole scheme. In addition, one of the terms of obtaining 50kW charging points free of charge is that we do not restrict access to them.</p>

Appendix 5 Summary of Objections and Other Concerns Raised, including Officer Responses – From Addresses in Riverside Area

No.	Summary of Main Issues Raised	Officer Response
1	The number of EV charging points in the Riverside area will make it a magnet for non-residential traffic, such as commuters, shoppers and users of nearby hotels.	The majority of the charging points will be fast (7kW) which are not deemed to be attractive to most non-local EV owners as it takes around 8 hours to achieve a full re-charge. It is worth noting that the chargepoints are intended primarily for residential use – as per the grant funding eligibility – and should non-resident use prevent residential access mitigation will be implemented. It is accepted that the rapid (50kW) chargers would be of more interest as they essentially allow a full re-charge in about an hour or so. It is important that a mix of slower and rapid charging infrastructure is provided to encourage people to make the switch to zero emission vehicles.
2	Concerns about the loss of much used resident permit holder only spaces and the possibility of non-resident long-stay use of the EV spaces.	Pay & display spaces are being used where possible, but the proposal would result in the loss of 6 resident permit holder spaces. However, it is likely that many of them would be taken up by residents charging their own EVs. If there are concerns that EV parking bays would be used by non-resident EV users, the spaces could be reserved for Riverside resident permit holders during the operational days/hours (Mon-Sat 9am-5pm) of the existing residential parking scheme. The rapid 50kW chargers would be attractive for non-resident EV owners, but they must be reserved for all EV drivers to retain the integrity and financial viability of the whole scheme.
3	Concerns about the excessive number of charging points around the Cellarers Chequer, which is an historic building.	This particular area contains lengths of road where EV charging infrastructure can be installed that would not be directly in front of residential properties. Also, the power supply in that area is acceptable in terms of adequacy and adjacency to mains services. City Council conservation officers were asked for their view, but raised no significant concerns.
4	The charging spaces in Beche Road extend across the frontage of no.9 which appears to be contrary to the principle of avoiding residential frontages.	This is one of the rare instances of a proposed EV bay being placed in front of a residential home. At that location, there are two charging points and four spaces. The spaces could be reduced to three to avoid the frontage of no.9. In this case, the charging point itself would not be re-located as it is only the parking bay that extends across the frontage of the home.

5	Other on-street spaces could be converted to EV charging bays, such as the doctor parking spaces in Beche Road, under-used pay & display parking or the parkign bays in Walnut Tree Avenue.	It was assumed that the doctor spaces were still being used by nearby surgeries who have no other parking facilities available. Where practical, under-used pay & display spaces are being converted for EV use. The area under Elizabeth Way bridge and Walnut Tree Avenue were considered as there appears to be significant spare parking capacity there. However, they are located further away from residential properties, so not as attractive and are less compliant with the government grant criteria. Rapid EV charging points are planned for the nearby Riverside off-street car park in Abbey Road as part of this project. It is possible to consider re-designating parking spaces generally across Riverside to compensate for the loss of dedicated resident permit holder spaces, but this would have to be looked at as a separate project, with full consultation with those affected, such as residents and doctors' surgeries.
6	Providing EV charging on Riverside itself will attract more cars onto what is a crowded walking and cycling route.	The proposed charging points on Riverside will be of the slower 7kW type (taking around 8-12hours to provide a full charge), and are unlikely to be attractive to non-residents, so are not expected generate significant additional traffic. The identified spaces are currently pay & display, which appear to be underused and were partly chosen for that reason. The charging points would be placed on footway build-outs, so will not reduce the available footway for pedestrians.
7	Concerns on the impact of the EV charging points on the Riverside vision project.	There is the potential for a longer term initiative to create a pedestrian and cycle friendly area in Riverside. However, many properties have no other vehicular access, so will still need to use Riverside, so it is unlikely that it could become a full pedestrianised area. In any event, EV drivers will want convenient EV charging facilities. The current proposal is unlikely to have any significant impact on the delivery of any major Riverside "pedestrianisation" scheme.
8	Lack of information and proper consultation on the scheme.	An initial resident letter-drop took place in October 2021 to obtain comments from local people. This did include indicative plans showing where the charging points were planned to be installed, although it is accepted that these have now been adjusted due to further design work and other considerations. Residents likely to be directly affected received a further letter in December 2021 as part of the traffic Order process. The deadline for responses was subsequently extend to the end of January 2022 to allow people more time to submit their views. This is the first on-street EV charging scheme of this kind to be undertaken in Cambridge, so it is essentially a trial. It is likely that methods of communication and resident engagement will be improved as part of any subsequent schemes.

9	Alternative schemes that allow residents to charge from home, such as cables under protectors or buried under the footway, should be considered.	Solutions of these type are being considered by the County Council and other authorities across the country, but there are considerable challenges to this. In addition, these mostly require residents to be able to park immediately outside their own home and in areas such as Riverside this is often not possible. To facilitate the wider take-up of EVs a broad mix of charging opportunities need to be provided, including rapid chargers to ensure drivers can obtain a fast top-up charge when needed. Charging from home will generally be a very slow overnight type re-charge, so will not satisfy all needs.
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Appendix 6 Summary of Objections and Other Concerns Raised, including Officer Responses – From Addresses outside of the Two Areas or Address not given.

No.	Summary of Main Issues Raised	Officer Response
1	<p>Opposed to EV charging points being placed on the footway and suggest that they should be in the carriageway. There is already little space for pedestrians on many footways in Cambridge. Pedestrians currently have to compete with illegal users such as cyclists, e-scooter users and footway parkers. Additional footway clutter would be a particular problem for disabled people, the blind and partially sighted.</p>	<p>The majority of the EV charging points are being installed at locations where the footway width is already narrowed by the position of trees, sign posts, pay & display machines and other items of street furniture. The locations have been carefully chosen to minimise any obstruction to footway users. Identifying suitable locations for EV charging points is difficult for many reasons, including a desire to avoid the immediate frontage of people's homes, footway widths, placement of other roadside items and adequacy of the power supply. See also paragraph 2.4 in the main report.</p>
2	<p>There are particular concerns around installing charging points alongside the river in Riverside itself. The preference would be to prohibit all parking to create a safer area for walking and cycling. In that cannot be achieved then no additional parking infrastructure should be installed there.</p>	<p>The proposed charging points on Riverside would be alongside the river utilising existing pay & display spaces. It is acknowledged that the footway on that side is narrow, so the charging points will be positioned on kerb build-outs, so will not further narrow the footway.</p> <p>Cambridge City Council has a long-term aspiration to create a pedestrian and cycle friendly area on this stretch of Riverside. However, there are no immediate plans for that or any smaller scale works. Many properties on Riverside have no other vehicular access and will still need to use it to gain access, so it is unlikely that it could become a full pedestrianised area. In summary, it is felt that the current EV charging point scheme is unlikely to have any significant impact on the possible delivery of any major Riverside pedestrian/cycle project. The City Council are partners in the current project and Members are fully supportive of it.</p>
3	<p>The Council has no statement of policy related to EV charging</p>	<p>It is accepted that the Council is still developing its strategies and policies around the wider issue of EV charging. However, the current scheme presented an opportunity to take part in a trial project working</p>

	points an no opportunity for public scrutiny.	collaboratively with Cambridge City Council and UK Power Networks. Significant funding has been obtained from the other parties involved, plus via a Government grant, which has been approved. It was felt that this opportunity should be taken and will help inform the future direction of EV charging in the county.
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Appendix 7 Responses Received from Cambridge City Councillors

Many thanks indeed for your email. I think one major concern is that as chargers will be relatively limited in Cambridge, and the power of some is high i.e. they are the fast charging type, this will mean that a parking space that previously had one car in and out a day (or could be less if it was a residents space and typically occupied by a resident who didn't use their car much) would have cars come and go numerous times in a day, so although it doesn't seem much of a change of use, there is likely to be a big change in activity as a result (at the moment the whole of Riverside acts almost as a "low traffic neighbourhood" as there is no through road). There may also be a rise in cars "trawling" to find a free spot (I'm not that clear yet how cars will know if they're available or taken, other than coming to have a look).

Having a longer time formally for responses to be heard would provide more reassurance for residents that their views are being taken into consideration, allow time for the local residents association to share information about this proposal, as well as allowing them to ask necessary questions (otherwise they may need to send in a preliminary response, then potentially send in further views as and when more questions are answered - this happens quite often with planning when developers come back with new documents and residents need to add further comments). I think it would be in everyone's interest to have a longer formal deadline for residents' comments to be received, so that comments received can be well thought out and sent only on one occasion ahead of a deadline with time for discussions to happen.

Many thanks for all your help,
Kindest regards,
Hannah

Cllr Hannah Copley (Abbey ward)

I wanted to write to you formally in response to the TRO consultation for installing EVCs in the Riverside area, to express my support for the scheme.

This would be a major positive infrastructure uplift for the Riverside area and would enable residents to make the essential transition away from fossil fuel-based vehicles. This is something that a number of Riverside residents had requested in my conversations with them over the past few years. I am very grateful to officers for your work in securing the funding, and know that many Riverside residents would use and benefit from the EVCs.

Thanks and all the best,
Haf

Cllr Haf Davies
Cambridge City Councillor for Abbey ward

Although I am a City Cllr for Petersfield I live on Riverside in the Abbey ward. I was therefore keen to write to you formally in response to the TRO consultation for installing EVCs in the Riverside area, and to express my full support for the scheme.

I am aware from talking to my fellow Cllrs Haf Davies and Alex Bulat that you have already been involved in negotiations with local residents to try and make this work for all concerned and I am both impressed and grateful for this. These proposals would be a major positive infrastructure uplift for the Riverside area and would enable residents to make the essential transition away from fossil fuel-based vehicles. This is something that my neighbours and friends in the vicinity have requested for a number of years. As more and more people turn to electric vehicles it is vital that we trial schemes such as the County Council's to learn about the practical issues in providing such a service. I am very grateful to you and other officers for your work in securing the funding, and know that many local folk will benefit as a result.

Thank you,
Mike Davey
Cambridge City Councillor for Petersfield ward