

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 13 March 2013	<b>Decision Taker:</b> Cabinet Member for Transport, Environment and Recycling
<b>Report title:</b>		Loss of parking associated with seven electric vehicle charging points	
<b>Ward(s) or groups affected:</b>		Cathedrals; Faraday; Newington	
<b>From:</b>		Chief Executive	

## RECOMMENDATION(S)

That the Cabinet Member for Transport, Environment and Recycling

1. Approves the removal of seven revenue generating parking bays and replacement with seven 'electric vehicle only' charging bays, in the following locations.
  - Park Street, SE1 9BL
  - Holland Street, SE1 0SU
  - Copperfield Street, SE1 0ER
  - Scovell Road, SE1 1QF
  - Brook Drive, SE11 4TG
  - Trafalgar Street, SE17 2TW
  - Doddington Grove, SE17 3RF

## BACKGROUND INFORMATION

2. The Mayor's electric vehicle delivery plan (EVDP) supports the uptake of low emission vehicles, such as electric cars and vans, and provides the key steps for achieving this. The Mayor of London aims to install approximately 2,500 publicly accessible networked charge points on residential streets, public car parks, London Underground station car parks and at retail and leisure facilities, by 2015.
3. The council's Transport Plan seeks to encourage the use of, and infrastructure for, electric vehicles.
4. To progress this, Transport for London (TfL) have introduced a London wide network of interoperable electric vehicle charging points (EVCPs). London boroughs are being requested to purchase and install charging points, for which, until the end of the 2012/13 financial year, the Office for Low Emission Vehicles (OLEV) will fund 100% of the cost as an incentive. This refund comes from the Plugged in Places scheme (PiP) and is only available for EVCPs which are part of the pan-London network (SourceLondon).
5. The council joined the PiP scheme on 25 January 2011, therefore any points installed as part of the SourceLondon network, between now and the end of the financial year, are entitled to 100% funding from TfL. However, Southwark Council remain responsible for the cost of electricity used, until deemed unsustainable. TfL are, at present, developing a system whereby the user pays at the point of charge, in much the same way as an Oyster Card operates. Once

this system is on line the cost of the electricity can then be transferred to the user. This is planned for 2014.

6. In November 2011 three charging points were installed on The Cut, Magdalen Street and East Dulwich Grove, following an IDM report agreed by the cabinet Member for Transport, Environment and Recycling, dated 08 July 2011, and successful planning applications 11-AP-1094, 1095 & 1096.
7. In February 2012, the Deputy Chief Executive granted permission for planning approval to be sought for the installation of a further two charging points to be installed on Horselydown Lane and Danby Street. Subsequent to this, planning approval wasn't sought as this infrastructure had become deemed permitted development.
8. In February 2012, an IDM report was agreed by the Cabinet Member for Transport, Environment and Recycling, dated 15 February 2012, accepting the loss of parking associated with these two electric vehicle parking bays.

#### **KEY ISSUES FOR CONSIDERATION**

9. The location of the proposed charging points have been based on desktop evaluations using TfL's indicative current ownership map and likelihood of take up of electric vehicles.
10. Together with discussions with the Network Management team, certain locations were identified where electric vehicle parking bays (EVCBs) would have the least impact on the network and parking revenue.
11. By reducing the number of available parking bays for traditionally fuelled cars, it is hoped that the introduction of EVCBs will encourage the uptake of zero emission vehicles and sustainable modes of travel, with associated health and environmental impacts, particularly with regard to air quality. Electric vehicles directly produce zero emissions (from the exhaust), although they still generate 40% less emissions, than traditionally fuelled cars, at the point of generation (TfL).
12. The six EVCBs mentioned above are estimated to generate a combined total of £8500 per annum, which would be lost if replaced by electric vehicle only bays.

#### **Community impact statement**

13. The reclassification of these bays will reduce the number of available parking bays in the borough (for traditionally fuelled cars) by three. However, it is hoped that by increasing the number of EVCBs it will have a direct effect on the number of zero emission vehicles in the capital, with the associated health and environmental benefits, particularly with regard to air quality. As mentioned above, EVs produce zero emissions directly, but still 40% less at point of generation.

## **RESOURCE IMPLICATIONS**

### **Financial Implications**

14. The cost of purchase and installation of the charging infrastructure is estimated as £16800, which will be directly funded by TfL via the 'Plugged in Places' (PIP) scheme as detailed in para 4 and 5. As such there are no procurement implications for Southwark Council.
15. The council will be reimbursed by TfL via the 'Plugged in Places' (PIP) scheme as detailed in para 4 and 5 for any cost associated with resigning and lining of these bays. This cost has been estimated as being in the region of £2040 and will be contained within existing budgetary resources within the transport planning section (the 2013/14 Lip allocation).
16. The cost of the electricity used will need to be borne by the council until a "Pay at Point Charge" system is fully developed and implemented. This cost is considered to be negligible and will be contained within existing budgetary resources within the transport planning section (the 2013/14 Lip allocation).
17. The proposal will lead to the Parking account not meeting its budget target which is currently projecting an adverse variance of £160,000. As stated in paragraph 12, there will be an estimated loss of £8500 per annum to the council associated with the reclassification of these three bays.

### **Staffing issues**

18. There will be minimal staff implications, other than those require to re sign and line the bays. This is estimated to be a maximum of two days.

## **CONSULTATION**

19. There has been no public consultation at present, but as a TMO is required for the reclassification of the bays, the statutory period, associated with any TMO application, will be observed.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Strategic Director of Finance and Corporate Services (NR/F&R/8/2/12)**

20. The report seeks approval for the removal of seven income generating bays and replacement with three 'electric vehicle only charging bays' at locations identified in paragraph 1.
21. The cost of the replacement is estimated to be £18k and will be fully reimbursed by TfL via the 'Plugged in Places' (PIP) scheme as detailed in paragraphs 4 and 5.
22. The cost of the electricity used will need to be borne by the council until a "Pay at Point Charge" system is fully developed and implemented. However, it is understood that this cost is considered to be negligible and will need to be contained within existing budgetary resources within the transport planning section.

23. However, the proposal will lead to the Parking account not meeting its budget target which is currently projecting an adverse variance of £160k. Therefore, the loss of income of £8.5k from the proposed reclassification of parking bays will exacerbate the trading accounts position.

## BACKGROUND DOCUMENTS

Background paper	Held at	Contact
Previous IDM & DCE consents	Transport Planning 160 Tooley Street	Jack Ricketts on 020 7525 5464
Planning consent for Electric Vehicle Charging Points (May & August 2011)	Transport Planning 160 Tooley Street	Jack Ricketts on 020 7525 5464

## APPENDICES

No.	Title
None	N/A

## AUDIT TRAIL

<b>Lead Officer</b>	Simon Bevan, Director of Planning (Acting)	
<b>Report Author</b>	Jack Ricketts, Transport Planner, Policy & Programmes	
<b>Version</b>	Final	
<b>Dated</b>	13 March 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	Yes	Yes
<b>Cabinet Member</b>	Yes	
<b>Date final report sent to Constitutional Team</b>	12 March 2013	