

Electric Vehicles Rapid Charger Traffic Regulation Orders

Date: 19th May 2021

Report of:

Report to: Chief Officer, Highways and Transportation

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

What is this report about?

Leeds City Council is successfully delivering 38 electric vehicle (EV) rapid chargers across 36 sites within the city region. The report is seeking approval to promote a Traffic Regulation Order (TRO) and amendments to existing off street consolidation order(s) to provide restrictions that will help regulate and control the use of associated bays. The restrictions are intended to safeguard the bays so that the right type of vehicles are using them and drivers do not overstay thus ensuring a quick turnover.

Including how it contributes to the city's and council's ambitions

- This project supports the Health and Wellbeing and Sustainable Infrastructure objectives of the Best Council Plan through the provision of electric vehicle charging infrastructure aimed at helping to facilitate the transition to zero emission vehicles, particularly in the taxi and private hire sector.

Recommendations

- a) Note the contents of the report;
- b) Give authority and request the City Solicitor to advertise a Traffic Regulation Order (TRO) and amend the Off Street Consolidation Order (2010) to help manage the use of the electric vehicle charging bays as detailed in Appendix A, and if no valid objections are received, to make, seal and implement the Order as advertised.

Why is the proposal being put forward?

- 1 This report seeks approval to promote restrictions associated with the introduction of rapid chargers to help regulate and control the type of vehicles parking within the associated bays and the maximum period of stay.
- 2 After an initial sifting exercise with Northern Powergrid to ascertain the feasibility of the sites, ongoing work with stakeholders and unforeseen circumstances, the list of 80 potential off street sites has been significantly reduced to a total of 36 sites (38 chargers). The below table provides a breakdown of the land owner and the number of sites (a full breakdown of individual sites and their current status can be found in Appendix A);

Land Owner	Total Chargers	Installed	On site
LCC Land	28*	20	4
3 rd Party Sites	10	1	7

*includes 6 over programmed sites.

- 3 This report only seeks approval to introduce a TRO on Leeds City Council owned sites.

What impact will this proposal have?

Wards affected:

Have ward members been consulted? Yes No

- 4 The proposals requested in this report have no direct impact on any of the equality characteristics as it is purely an approval to initiate and implement a restrictions to allow effective regulation of EV rapid chargers and their associated bays that for the most part are in place. Therefore, it is not applicable to carry out an equality, diversity, cohesion and integration screening.
- 5 Previous screening related to the introduction of EV rapid chargers and bays. This previous screening determined:
 - a) Both charge point spaces will be accessible bays and will be available to all owners of ultra-low emission vehicles. The introduction of EV bays will not displace existing disabled parking bays.
 - b) It has been considered if language support is required on the EVCP's for users for whom English is not their first language. However, since the location of the EVCP's will be geographically spread across West Yorkshire, it will not implicate directly to a particular race/community and therefore – like existing petrol pumps – it is felt additional language support on the EVCP's is not required.
 - c) This scheme will introduce new rapid charge points at locations across West Yorkshire. Therefore this scheme will technically introduce a new service and offer charge points at locations where currently one does not exist. It will have a positive impact on current EV drivers and those considering the switch from internal combustion engines as it will enhance availability and access to charge points. The charge points will be interoperable, on a pay as you go basis, so there will be no access/usage constraint on any EV driver.

What consultation and engagement has taken place?

- 6 All of the proposed sites have been subject to consultation with Ward Members and directly affected stakeholders and no objections have been received.

What are the resource implications?

- 7 In terms of the project, there are no additional resource commitments beyond those previously committed.
- 8 The project is funded by a combination of OLEV grant and LTP money from the West Yorkshire Combined Authority.

What are the legal implications?

- 9 There are no significant legal implications arising from the proposed work. All work will lie within the framework of highways legislation and national and local standards for design where applicable. All other relevant legislation will also be taken into consideration, including environmental legislation, and the duties under the Equalities Act.
- 10 The TRO(s) will be introduced using the powers contained within the Road Traffic Regulation Act 1984, the Highways Act 1980 and the Local Government Miscellaneous Provisions Act 1976. Further, the procedural steps undertaken will comply fully with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489.

What are the key risks and how are they being managed?

- 11 Without the introduction of a restrictions, managing and regulating use of the EV charger bays is not possible. Whilst the bays tend to be well observed, there is a risk that non-EV motorists may choose to park within the bays and prevent access to the charger. This could behaviour could be further deterred and enforced if restrictions were introduced.

Does this proposal support the council's three Key Pillars?

Inclusive Growth Health and Wellbeing Climate Emergency

- 12 The project supports the council's ambition to be net zero for CO2 emissions by 2030 by providing EV charging infrastructure and promoting the uptake of EVs by addressing one of the barriers to shifting from internal combustion engine vehicle often cited by increasing the availability of charge points across the City.
- 13 Increase in the provision of EV infrastructure is also an objective of the Government's Road to Zero which has a target for net zero by 2050.

Options, timescales and measuring success

What other options were considered?

- 14 There are no other options. In order for the bays to be enforceable they will require the introduction of restrictions to regulate the operation of the bays and permitted vehicles that can use them.

How will success be measured?

- 15 The success of the scheme will be measured through the number of charging occurrences that take place at each site. The actual changes suggested within the report are a component of the changes and cannot be directly measured other than ensuring the changes are covered by a legal order and are enforceable in the future.

What is the timetable for implementation?

16 The intention is to promote the restrictions in June/July 2021, and – subject to the receipt, review and consideration of objections – aim for it to be made, sealed and implemented immediately after the advertisement period.

Appendices

17 List of sites

Location	Land Owner	Charger Status	TRO Required
Pudsey Leisure Centre	LCC	Operational	Yes
Rothwell Leisure Centre	LCC	On site	Yes
Aireborough Leisure Centre	LCC	Operational	Yes
Scott Hall Leisure Centre	LCC	Operational	Yes
Kirkstall Leisure Centre	LCC	Operational	Yes
Morley Leisure Centre	LCC	Operational	Yes
Armley Leisure Centre	LCC	Operational	Yes
Annie St Car Park	LCC	Operational	Yes
Marsh Street Car Park	LCC	Operational	Yes
Barley Hill Road Car Park	LCC	Operational	Yes
Burley Road Car Park (2 chargers)	LCC	On site	Yes
Cluster of Nuts Car Park	LCC	Operational	Yes
North Parade Car Park, Otley	LCC	Operational	Yes
Boston Spa Car Park	LCC	Operational	Yes
Queensway Car Park, Morley	LCC	Operational	Yes
Yeadon One Stop	LCC	Operational	Yes
Charles Street Car Park, Farsley	LCC	Operational	Yes
Main Street Car Park, Garforth	LCC	Operational	Yes
Roundhay Clock Tower	LCC	Operational	Yes
Bobby Collins Way – Layby	LCC	Design	Yes
Fink Hill Car Park, Horsforth	LCC	Operational	Yes
Kirkstall Road Car Park (2 chargers)	LCC	On site	Yes
Maude Street Car Park, City Centre	LCC (on street)	Design	Yes
Littlemoor Car Park, Rawdon	LCC	On site	Yes
Holt Park Leisure Centre	LCC	Design	Yes
St George’s Centre, Middleton	LCC	Design	Yes
ASDA Killingbeck	3rd Party	Design	No
ASDA Morley Howley Park Rd	3rd Party	On site	No
ASDA Holt Park Adel	3rd Party	On site	No
ASDA Middleton	3rd Party	On site	No
ASDA Otley	3rd Party	On site	No
ASDA Kirstall Road	3rd Party	On site	No
ASDA Harehills	3rd Party	Design	No
ASDA Wortley	3rd Party	On site	No
ASDA Beeston	3rd Party	On site	No
Wharfedale Hospital	3rd Party	Operational	No

Background papers

18 [Programme Approval – Leeds City Council Exec Board Report](#)