

COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND
Meeting date: 5th October 2021
From: Executive Director – <i>Economy and Infrastructure</i>

COUNTY HALL CAR PARK – INTRODUCTION OF ELECTRIC CHARGING FACILITIES

1.0 EXECUTIVE SUMMARY

1.1 *This report recommends to the Local Committee to amend The County of Cumbria (County Hall, Kendal) (Off-Street Parking Places) Order 2020 to provide for the install electric charge points in Area 4.*

1.2 *It recommends that the South Lakeland Local Committee agree to proceed to statutory consultation and advertisement of the amendments to the Order and subject to no objections they authorise the bringing into force of the Order. Any objections to the Order will be brought to a future Local Committee meeting to resolve the issues.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 *The provision of electric charging points within the County Hall off street car park and within other County Council premises has the following benefits;*

- *To enable communities to live safely and shape services locally*
- *To protect and enhance Cumbria's world class environment*
- *To provide safe and well maintained roads and an effective transport network*
- *To promote sustainable economic growth, and create jobs*
- *To be a modern and efficient council*

2.2 *There are no equality implications contained in this report.*

3.0 RECOMMENDATION

- 3.1 ***That Local Committee agrees to proceed to statutory consultation and advertisement of amendments to The County of Cumbria (County Hall, Kendal) (Off Street Parking Places) Order 2020 (“the Order”) for the introduction of electric charging points in Area 4, and for the inclusion of the existing staff electric charging points into the Order.***
- 3.2 ***That the Local Committee agree that in the event that no objections are received, the Order be brought into operation.***
- 3.3 ***That the Local Committee agree that any unresolved objections will be brought back to the Local Committee for consideration, otherwise the Order will be made and introduced.***

4.0 BACKGROUND

- 4.1 On 11th September 2019 Council Members unanimously supported a motion “to become a ‘carbon neutral’ county and to mitigate the likely impact of existing climate change”.
- 4.2 The Council has a long history of working to minimise and mitigate its carbon emissions. The Council’s first Carbon Reduction Plan was published in 2009. This led to the development of the county’s first Climate Change Strategy in 2012. Subsequent Carbon reduction initiatives implemented by the Council include:
 - The Council’s LED replacement programme led to a four-fold reduction in carbon emissions arising from street lighting over the period between 2013 and 2018.
 - Energy use in Council buildings has fallen by 10% since 2009, with opportunities to make further improvements under review on an ongoing basis.
 - The amount of household waste that goes to landfill had been reduced through investment in mechanical and biological treatment plants.
 - Chairing the Cumbria Climate Change Working Group (CCWG) that brings together partners across the public, private and third sectors.
 - Commissioned a baseline study to assess county-wide carbon emissions from all sectors. Establishing this baseline will be essential to the Council and to partners across all sectors in developing plans to reduce carbon emissions arising from the Cumbrian economy.
- 4.3 Road traffic generates around 20% of the UK’s total greenhouse gas emissions. The Council continues to make a concerted effort to reduce emissions in this regard. As the Council and wider society transitions towards a greater use of electric vehicles (‘EV’s) it is necessary to invest in physical charging infrastructure.
- 4.4 In 2019 the Council engaged with PodPoint to commission a feasibility study, to assess the business case for installing EVCPs at five Council-owned sites in strategic locations across the County:

- Cumbria House Car Park, Carlisle
- Cecil Street Car Park, Carlisle
- County Hall Car Park, Kendal
- Maryport Transport Hub
- Workington Transport Hub

The preferred option in the study was to install of six new 7kW EVCPs at each site with associated upgrades to the power supply. New power supplies at all sites will create future expansion potential for up to a further 162 EVCP's in total. One hour of charging at 7kW will provide up to 30 miles of vehicle range, which exceeds the UK average daily commuting distance.

- 4.5 This project will contribute to the facilitation of the anticipated societal move away from vehicles powered by fossil fuels to vehicles using renewable sources of energy. This trend will have positive effects on local environments and specifically air quality, by reducing vehicle emissions, leading to public health benefits.
- 4.6 It will provide physical infrastructure that will be required as motor vehicle manufacturers move towards the production of vehicles powered by renewable sources of energy. The resultant electric charging physical infrastructure will be required for both public use and to meet an anticipated service requirement in respect of the Council's service vehicle fleet.
- 4.7 This project will provide physical infrastructure that will become increasingly expected and required by local businesses, visitors and the wider public.
- 4.8 The Council will pay 12.3p per kWh for the cost of electricity used to supply the EVCPs and users of the EVCPs will pay 30p per kWh for the cost of electricity used. There will be no additional charge for parking, as long as the vehicle is receiving a charge.
- 4.9 The County Hall car park was opened to the public in August 2020 and has 250 spaces of which 168 are available to the public. The need for the change in the Order is to ensure that non-electric charging vehicles do not park in these 6 spaces, in Area 4, as shown in Appendix 1, and so they are kept available for drivers who wish to use the charge points. The car park already has some electric charging facilities but these are for staff use only and these space will also be included in the Order.

5.0 OPTIONS

- 5.1 Approve the recommendations in paragraphs 3.1 to 3.3 above.
- 5.2 Not approve or approve in part the recommendations in paragraphs 3.1 to 3.3.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 There are no direct resource implications for Local Committee arising from the recommendation to proceed to statutory consultation and if subsequently agreed implementation of the proposed Order
- 6.2 All consultation and implementation costs for the EVCPs and Order would be met from the non devolved capital budget for this scheme.
- 6.3 The non devolved revenue income and running costs for the EVCPs would be held within the Property budget. (NG 23/09/21)

7.0 LEGAL IMPLICATIONS

- 7.1 Section 32(1) of the Road Traffic Regulation Act 1984 (“the 1984 Act”) provides that “Where for the purpose of relieving or preventing congestion of traffic it appears to a local authority to be necessary to provide within their area suitable parking places for vehicles, the local authority, subject to Parts I to III of Schedule 9 to the 1984 Act—
 - (a) may provide off-street parking places (whether above or below ground and whether or not consisting of or including buildings) together with means of entrance to and egress from them...” by means of an off-street Order.
- 7.2 Section 35(1) of the 1984 Act provides that as respects any parking place provided under section 32 (above), the off-street Order may make provision as to the use of the parking place, and in particular the vehicles or class of vehicles which may be entitled to use it; the conditions on which it may be used; the charges to be paid in connection with its use (where it is an off-street one), and the removal from it of a vehicle left there in contravention of the order and the safe custody of the vehicle. and the power to make provision as to the payment of charges shall include power to make provision requiring those charges, or any part of them, to be paid by means of the hire or purchase in advance, or the use, of parking devices in accordance with the order.
- 7.3 An order under subsection 35 (1) above may provide for a specified apparatus or device to be used as a means to indicate the time at which a vehicle arrived at, and the time at which it ought to leave, a parking place, or one or other of those times, or the charges paid or payable in respect of a vehicle in an off-street parking place; or as a means to collect any such charges, and may make provision regulating the use of any such apparatus or device [...].
- 7.4 An order under section 35 (1) above may also provide for regulating the issue, use and surrender of parking devices; for requiring vehicles to display parking devices when left in any parking place in respect of which the parking devices may be used; without prejudice to the generality of paragraph (b) above, for regulating the manner in which parking devices are

to be displayed or operated; for prescribing the use, and the manner of use, of apparatus designed to be used in connection with parking devices; for treating the indications given by a parking device, or the display or the failure to display a parking device on or in any vehicle left in any parking place, as evidence (and, in Scotland, as sufficient evidence) of such facts as may be provided by the order; for the refund, in such circumstances and in such manner as may be prescribed in the order, of the whole or part of the amount of any charge paid in advance in respect of a parking device; for the payment of a deposit in respect of the issue of a parking device (and for the repayment of the whole or any part of any such deposit.

- 7.5 In Section 35 "*parking device*" means either a card, disc, token, meter, permit, stamp or other similar device, whether used in a vehicle or not, [...] which, being used either by itself, or in conjunction with any such apparatus as is referred to above indicates, or causes to be indicated, the payment of a charge, and the period in respect of which it has been paid and the time of the beginning or end of the period, or whether or not the period for which it has been paid or any further period has elapsed, or the period for which the vehicle in relation to which the parking device is used is permitted to park in the parking place, and the time of the beginning or end of the period, or whether or not the period for which the vehicle in relation to which the parking device is used is permitted to park in the parking place or any further period has elapsed; or operates apparatus controlling the entry of vehicles to or their exit from the parking place, or enables that apparatus to be operated; or any other device of any such description as may from time to time be prescribed for the purposes of this section or section 35A below, namely a "*credit card*" being a card or similar thing issued by any person, use of which enables the holder to defer the payment by him of the charge for parking a vehicle; and "*debit card*" being a card or similar thing issued by any person, use of which by the holder causes the charge for parking a vehicle to be paid by the electronic transfer of funds from any current account of his at a bank or other institution providing banking services.]
- 7.6 The Local Committee has the power, as set out at paragraph 5.1.2 (g) of Part 2D of the Constitution, to approve the making of traffic regulation orders in accordance with powers under Parts I, II and IV of the 1984 Act, except for the making of traffic regulation orders which involve the introduction of charging for on-street residents permits, which are delegated to the Executive Director – Economy and Infrastructure subject to a decision of the appropriate member body to introduce such charges. (KB – 22.9.2021)

8.0 CONCLUSION

- 8.4 Members are asked to introduce changes to the existing off street parking order for County Hall car park to allow the installation and enforcement of electric charge spaces.

Angela Jones
Executive Director – Economy and Infrastructure

September 2021

APPENDICES

Appendix 1 Car Park plan

Electoral Division(s): All South Lakeland

Executive Decision

Yes	<input type="checkbox"/>
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Key Decision

<input type="checkbox"/>	No
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If a Key Decision, is the proposal published in the current Forward Plan?

<input type="checkbox"/>	<input type="checkbox"/>	N/A
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Is the decision exempt from call-in on grounds of urgency?

<input type="checkbox"/>	No
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If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?

<input type="checkbox"/>	<input type="checkbox"/>	N/A
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Has this matter been considered by Overview and Scrutiny?
If so, give details below.

<input type="checkbox"/>	No
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Has an environmental or sustainability impact assessment been undertaken?

<input type="checkbox"/>	<input type="checkbox"/>	N/A
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Has an equality impact assessment been undertaken?

<input type="checkbox"/>	<input type="checkbox"/>	N/A
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PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS *[including Local Committees]*

None

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers.

REPORT AUTHOR

Contact: Rob Lewis
Tel: 07876 020316
Email: rob.lewis@cumbria.gov.uk