

The Essex County Council (City of Colchester) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.73) Order 202*.

STATEMENT OF REASONS:

The proposed site of Colne Bank Avenue, Colchester, CO1 1SJ has been selected for x2 EV charging points and x2 parking bays. This site was proposed by the local council due to the close proximity of properties without off-street parking. This location was followed up by site surveys to ensure that this is a safe and suitable locations and meets the requirements for the On-street Residential Charge Point Scheme Project (ORCS) On-Street Residential Charge point Scheme guidance for local authorities - GOV.UK. The site has gone through ECC internal governance and has been approved by councillors.

We want to enable residents who live in properties without off-street parking along this street the opportunity to have access to “at home” electric vehicle charging. This location has been chosen as a suitable location. The road safety assessment highlighted that the area is within a residential parking permit area. However, residents have access to other parking areas that are available along the street whilst still being close enough to park near their property. It is important that we ensure ample EV charging for residents with EV's now, and in the future. With the government ban of the sale of new petrol/diesel vehicles coming in to force in 2030 we want to ensure we are prepared to meet the demand and that everyone can access EV charging.

The key driver for this project is transport decarbonisation. Essex County Council (ECC) has made a commitment to become net zero by 2050. Almost half of the counties' greenhouse gas emissions come from transport. There is a significant opportunity to reduce transport emissions. We understand that sometimes car journeys are necessary, and there are opportunities to reduce the quantity of emissions that petrol and diesel vehicles currently contribute, by enabling a sustainable transition away from internal combustion engine (ICE) vehicles towards more sustainable modes of transport, including walking, cycling, public transport and to electric vehicles (EVs).

The charge points will extend a maximum of 0.45 metres from the kerb line so as not to impede pedestrians. There will be a feeder pillar on a build out less than 1 metre to the West of the charging bay. The proposed charging point unit has approximate dimensions of 2385mm (height) x 248mm (width) x 392mm (depth).

The charge points can be accessed by anyone using contactless debit/credit cards, most roaming network RFID cards or the charge point operator (CPO), Qwello, have an app which is free to download and use. The charge points will be slow charging 11KW chargers which are ideal for residents, these chargers will not be attractive to those who want rapid charging as we do not want to make the charge points a "destination" for people to travel to in order to use. The charge point will have parking sensors in so this monitors if a vehicle is just parked in the bay and not charging. The charge points will have minimal light pollution, lights on the charge point are designed with modern, energy-efficient LED technology, which directs light downward and minimises spillover. They emit only the amount of light necessary to illuminate the immediate area, reducing unnecessary brightness.

The charge points themselves are housed in thick powder coated metal housings, designed to resist minor impacts. The charge points are parallel to the road and a design such as this rarely incurs vehicle impact. If necessary, the charge points can

be protected with wheel stops or strong stainless-steel bollards. All charge points and connecting components such as the feeder pillar are suitably fused to prevent any electrical risk.

If any issues occur with the charge point resulting in a danger to public safety, for example, exposed cables, then the DNO - UK Power Networks, have a 2-hour resolution time.

There is a current TRO allowing only permit holders (at any time) to park in these bays. We would like to change the current TRO to the order below.

“Effect of the order: To provide parking spaces and electric vehicle charge points for the sole use of plug-in electric vehicles, provided they are plugged in to the electric vehicle charge point and are actively charging. This order applies 24hours, 7 days a week, 365 days per year. Between the hours of 8:00am and 6:00pm Monday-Sunday, electric vehicles are allowed to be parked whilst actively charging for a maximum period of 4 hours, no return within 2 hours. Between 6:00pm and 8:00am there are no restrictions on the length of time a vehicle can be actively charging for, if it is actively charging.”

Funding for this Electric Vehicle (EV) charging point has come from the On-Street Residential Charge point Scheme (ORCS) through the Department for Transport's Office for Zero Emission Vehicles (OZEV). ORCS is a grant available to local authorities to enable them to facilitate the installation of public residential charge points which will contribute to the government's target of reaching Net Zero by 2050. It is recognised that using home EV chargers is the most convenient and economical way of charging an EV, however, there is a high proportion of households within Essex who do not have the facility to charge their vehicles at home.

In June 2024 the Essex Electric Vehicle Charge Point Strategy, “Right Charger, Right Place” was adopted by Essex County Council. Within the strategy one of the measures included is the provision of charge points for current and future residential EV users who do not have access to off-street charging and where there are not negative impacts on the local environment. This will partly be achieved by the roll out of chargers installed through grant funding such as ORCS.

Long term maintenance and upgrading of the charging points will be delivered by the Charge Point Operators (CPOs) and long-term contracts with Essex County Council have ensured the longevity, relevance, and equitable distribution of the charging points around the county.