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**To:** Planning Policy  
**Subject:** Regulation 19 Consultation

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Good afternoon

Thank you for the opportunity to raise the issues that I have experienced with trying to be a good citizen. I have recently insulated my house and would like to change my vehicle to an electric one which means installing an electrical charging point at my home. Due to the distance of my workplace from my home and the nature of my job a vehicle is necessary.

I have asked for permission to have a dropped kerb so that I can install a domestic Electric Vehicle Charging Point (EVCP) but it has been rejected because of the current parking arrangements on Arthur Street, Kenilworth.

As you know, there is a pressing need for our towns and cities to be de-carbonised and one way in which individual people can contribute to this process is by switching to electric, or hybrid vehicles.

I was really heartened to read, Cllr Rhead's comments 'The electric vehicle revolution is here and isn't slowing down. The Council is committed to supporting residents in their pursuit to switch to green and sustainable transport.'

Cllr Heather Timms 'We are committed to reducing our carbon footprint in Warwickshire with a view to the county being carbon neutral by 2030. The shift towards electric vehicles is integral'

It is my intention, if I am granted permission for the dropped kerb, to buy an electric vehicle and, in order to make this choice viable, I must have a domestic charging point as there is, to my knowledge, there are very few charging meters in Kenworth compared to the number of electric vehicles, which are continuing to increase. The UK Government's Electric Vehicle Homecharge Scheme acknowledges that "most plug-in vehicle owners carry out the largest proportion of the charging at home" (p.4).

WCC's policy to promote and support the transition to electric/hybrid vehicles in the County concentrates on the provision of public-access infrastructure. However, the Electric Vehicle Charging Infrastructure Strategy (ECVIS) also commits WCC, in coordination with other authorities and organisations, to "raise awareness of ... the options for and benefits of EV ownership." I would argue that this means that WCC and its partners will take reasonable action to ensure that individual policies work together to remove barriers to the use of EVs. This means that fresh approaches must be taken so that private provision of charging points is not hindered by the policies of local government. This change in attitude will be necessary, for example, so that people living in terraced housing in streets where parking is at a premium can do their bit to clean up the atmosphere in their towns.

In my case, WCC has decided not to approve a dropped kerb outside my property because there is a "shared first come, first served, purpose built parking area" there. When I appealed the original decision, WCC also

said that my hard standing did not conform to the rules, it being 3m deep instead of a minimum of 5m, however,

1. The ECVIS says, in relation to the “management of EV parking bays”, that WCC will “review current parking management policies” (p.2). Since WCC is responsible for on-street parking, I believe that it is reasonable to suggest that the spirit of this commitment should extend to the impact of parking management in streets when an innovative approach would facilitate provision of private EVCPs. This is not impossible, as you will be only too aware at the Emscote Road end of Greville Road in Warwick, throughout Cubbington there are dropped kerbs which allow access to hard standings where between the hard standing and the dropped kerbs there is a public, first-come, first served pavement parking zone. These parking areas are also significantly wider than the one outside of my house. Whilst there is a purpose-built parking area outside of my property, this is not deep enough for vehicles to park without encroaching on the road, which impacts on vehicles having to park on the pavement on the opposite side of the road, which causes huge issues to pedestrians, people with pushchairs, people in wheel chairs and also visually impaired people. The police periodically share photographs of vehicles that they have issued parking fines to for vehicles parked on pavements. If vehicles did not park on the pavement on my road, then there would be no vehicular access on the road. At present there is only room for one vehicle to pass as long as vehicles park on the pavement.
2. My hard standing would comfortably accommodate a car. That WCC has cited its dimensions and orientation as a subsidiary reason for refusing my application for a dropped kerb means that, in effect, a very large number of owners of terraced properties will be automatically prevented from installing EVCPs. While I appreciate that rules change over time, this policy is made all the harder to accept when there is such a hotch-potch of off-street parking in evidence, some of which was probably never approved.

There is a significant number of parking areas outside houses with dropped kerbs, which are significantly smaller than the area outside of my house. A number of these can be found on the road where I live. I have been informed by highways that parking on the area outside of my house is not suitable as the vehicle would have to be parked at 90 degrees. This is not correct, the vehicle would be parked at a 45-degree angle and would be able to safely move on to and off the hard standing area to/from the highway, unlike a number of areas outside of properties on my road where parking has to be at 90 degrees.

When I have tried to discuss this matter further with the planning department, I have been told that they are not interested in the electric vehicle agenda, which is very disappointing when the Council appears to be keen to move this agenda forward.

From my research, electricity costs from using community chargers are up to 4 times more expensive than these installed by Councils of private providers. There would also be a parking charge to use these. As I work up to 12 hours a day, parking in a council car park at the end of a long day to charge up my car, is not viable. Being able to have my own charger would also mean that I could charge the vehicle over night when charges are less. This is even more important to me with the significant price increases in electricity charges. I am aware that utility companies are also looking at charging vehicles are different points during the night, when there is less demand.

I know that there will be a high number of properties in the County where off-street vehicle parking is not feasible or possible, unlike my property. If I was to be able to install a charging point at my house, I would be able to offer neighbours the opportunity for them to use the charging point. This is an initiative that I know is growing through APPS such as Go Charger.

I have been informed by a councillor that the council is looking at the viability of charging points linked to lamp posts. The nature of the road, is that once residents have parked for the evening there is very little movement in the road, so this would restrict who would be able to actually use the proposed charging metres. It should also be noted that the majority of lamp posts on Arthur Street are next to dropped kerbs. I have read in Warwickshire's strategy document that the Council has identified that these are not effective in roads like Arthur Street.

This would not address the higher costs that owners would have to pay rather than those incurred through their residential charging metres.

I would be more than happy to discuss any of these points further.

Yours sincerely

Emma Longworth

