

Representor ID: RP-163

UI Representor ID: 818

UI Representation ID: 882

Representor Name: Karen Boys

Representor Organisation: Milton Keynes City Council

Policy:		
Legal Compliant:	Soundness Compliant:	Duty to Cooperate Compliant:
Yes	No	Yes
Paragraph		
Compliance Comment		
<p>The Parking Standards for Electric Vehicles need to provide more precise advice to developers and land owners on how to design the locations of the EVI within their development to create a long term , economically viable proposal. Without more precise advice the Council will be burdened with a legacy of unusable EVI, which will have to be replaced or removed at tax payer expense because it has become, damaged/unsafe, impacting Council budgets in the future.</p>		
Modification Comment		
<ul style="list-style-type: none">• As many as possible EV chargers are attached to individual dwellings as home chargers . The electricity source is to be the dwellings domestic electricity supply• The remaining allocation of EV chargers are to be located in publicly accessible parking bays/visitor bays in groups to form public EV Hubs. For a long term, economically viable EVI proposition, managed and operated by a charge point operator, each charger must be available for multiple charging sessions per day. so they need to be publicly available. Each group of chargers will have a dedicated electricity source and meter so that the charge point operator is billed for the electricity usage. These chargers must be captured within a charge point operator management and maintenance contract for a period of time to be agreed with the LA. For EVI located on Adopted Highway or other Council owned land, this contract must be a LA managed contract where available.• Avoid locating EV chargers in resident communal parking bays - restricted use EVI creates a long term revenue impact on the LA and is to be avoided wherever possible <p>Parking for People with Disabilities At least 5% or one (which ever is greater) active EV charging bay in residential developments will be required to be an accessible bay provided in accordance with PAS 1899 guidance "Electric vehicles-accessible charging specification Standard Parking Space size for EVI minimum to be 5.0m by 2.6. as recommended by Institute of Structural Engineers car park design guidance 2023 with additional 0.5m where the parking bay adjoins a wall/fence. Ideally all EVI parking bays will be accessible bays provided in</p>		

accordance with PAS1899 guidance "Electric vehicles - accessible charging " specification	
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Appear at examination?	No
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Appear at examination reason?

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