

**Title of meeting:** Cabinet Member for Traffic and Transportation Decision meeting

**Date of meeting:** 17th July 2017

**Subject:** Off-Street Electric Vehicle Chargepoint Trial

**Report by:** Alan Cufley Director for Transport, Environment and Business Support

**Wards affected:** Charles, Dickens, St Thomas, St Jude

**Key decision:** No

**Full Council decision:** No

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**1. Purpose of report**

- 1.1 The purpose of this report is to seek approval for the trial of electric vehicle chargepoints in selected PCC owned off-street car parks.

**2. Recommendations**

- 2.1 **It is recommended that the Cabinet Member for Traffic and Transportation approves the trial for a two year period, with a progress report to be brought back after a year.**

**3. Background**

- 3.1. Currently, there is a low level of take up in the city of electric or hybrid vehicles. Just 0.07% (74 no) of cars registered in Portsmouth are electric, and 6.81% (6,870) are hybrid. This echoes the national picture where only 0.1% of cars registered in the UK in 2015 were electric vehicles.
- 3.2. There is however, a clear, increasing trend in electric vehicle ownership. The Department for Transport (DfT) figures show over 13,800 new ultra-low emissions vehicles (ULEVs) were registered in the UK in the quarter Jan - Mar 2017, highlighting an increase of 17% on the same period last year.
- 3.3. Providing infrastructure to enable the charging of electric vehicles in public and residential areas is an essential first step in enabling the transition to electric vehicles.
- 3.4. Portsmouth City Council only has one publically accessible dual chargepoint in the city at the Park and Ride site at Junction 1 of M275 in Tipner. This chargepoint is stand alone and not part of a network. It is free to use and as such no usage data can be obtained.

**3.5.** In addition to this facility, there are four privately owned publically accessible chargepoints across the city. These are located at;

- Portsmouth Marriot Hotel - Cost: No fee, parking free
- North Harbour Unit Trust - Cost: No fee, parking free
- Crasswell Street NCP Car Park - Cost: Admin/connection fee £1.20 / £0.09 per kWh, parking costs apply
- Gunwharf Quays - Cost: Admin/connection fee £1.20 / £0.09 per kWh, parking costs apply

#### **4. Off-street Electric Vehicle Chargepoint Trial**

**4.1.** The creation of a network of chargepoints across the city would serve residents and visitors and increase the uptake of electric vehicles in the city and in turn reduce vehicle emissions.

**4.2.** This trial will promote electric vehicles as a viable choice through providing the basis of the necessary charging infrastructure for residents and visitors.

**4.3.** A budget has been identified to help develop a network of chargepoints but this will need to be supplemented by external funding opportunities which would need to be identified if the network proved to be more extensive.

**4.4.** CityEV are a Portsmouth based electric vehicle chargepoint supplier who until now have been focussing on the domestic and business market. Keen to get into the public chargepoint market, CityEV approached the city council regarding testing their product through a trial.

**4.5.** The proposed chargepoint CityEV Cityline 100 is able to be attached to both columns or walls and as such provides wider choice of location options and lower installation costs.

**4.6.** The Cityline 100 units have been approved for the Office for Low Emission Vehicles (OLEV) Homecharge and Workplace Charging Schemes. There is no similar approval process for public charging infrastructure although the minimum technical specification requirements would be considered to be the same and are very similar for the OLEV on-street residential chargepoint scheme.

**4.7.** The trial would consist of one fast (7kW) chargepoint in prominent positions on existing infrastructure in each of the three locations;

- Clarence Esplanade, PO5 3AP
- Isambard Brunel Multi-Storey, Alec Rose Lane, PO1 2BX
- The Harbour Street Car Park, Hard Interchange PO1 3EQ

These locations have been chosen for the necessary long dwell time of users and high level of usage.

- 4.8.** A contract for the trial will be entered into with CityEV outlining that as part of the trial CityEV would provide the infrastructure and installation at nil cost to the council and also provide a back office system which would collect usage data and alert CityEV of any issues which required maintenance. CityEV would maintain the chargepoints and respond as soon as possible to any alerts.
- 4.9.** Portsmouth City Council would be required to provide electricity supply to the chargepoint location, appropriate bay marking and signage as well as covering the re-charging costs of this proposal at least in the first year until review. It is likely an average charge would cost the council between 80p and £2. The maximum cost to the council a day if it was in use for 8 hours by multiple vehicles (usual charge/parking time is 4 hours) would likely be £4 to £5.
- 4.10.** For the trial period there would be no charge to the public to use the electric vehicle chargepoints. Parking would have to be paid for as usual.
- 4.11.** Promotion of the chargepoints would be jointly done between the city council and CityEV. CityEV will arrange for the chargepoints to be displayed on relevant live online mapping of chargepoints for users to identify locations and real time availability.
- 4.12.** It is proposed that the trial would run for a period of two years with a review of usage, costs and charging after one year.
- 4.13.** The electric vehicle charging bays would be clearly marked and signed. To ensure availability is maintained for genuine electric vehicle use the bays would be enforced by civil enforcement officers; electric vehicles would be required to be plugged in to the chargepoint to be parked in the bay.
- 4.14.** Liability for the chargepoints would sit with CityEV who have full public liability insurance.

## **5. Monitoring and maintenance**

- 5.1.** CityEV will provide the back office system for the electric vehicle charge points. This system will allow the collection of data about when the chargepoints were used and for how long. As the public do not need to sign up in advance to use the chargepoints and they are free of charge, it will not be possible to differentiate between the vehicles charging. Requiring people to sign up in advance may be a deterrent to new users.
- 5.2.** Maintenance responsibility will lie with CityEV. The back office system will allow CityEV to monitor each electric charging point to ensure that the unit is working

effectively. If a fault is registered, the unit will send an alert directly to them to resolve the problem as soon as possible. This will also be relayed to the live mapping to alert customers that the charging point is not currently available. As well as user access to the back office system, CityEV will provide quarterly reporting of usage data and faults.

### **Reasons for recommendations**

- 5.3.** The trial is recommended as electric vehicle usage is expected to increase across Portsmouth and the UK over the next few years. Portsmouth currently has limited publically accessible chargepoints available.

## **6. Equality Impact Assessment**

- 6.1.** An Equality Impact Assessment is not deemed necessary as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010.

## **7. Legal Implications**

- 7.1.** The Off Street Parking Places Consolidation Order 2014 currently in place under the provisions of Sections 1, 32, and 35, 35C of the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 will not require amending as provision for parking of designated class and position of vehicles is included.
- 7.2.** A notice of variation under Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 will be required. The notice must be published at least once in a local newspaper and at least 21 days before it is due to come into force and displayed in the relevant car parks for the same period.
- 7.3.** The installation of the electric charging points constitutes permitted development under The Town and Country Planning (General Permitted Development) (England) Order 2015.
- 7.4.** A formal services contract will be drafted by legal services setting out the scope of the installation and delivery of the electric charging points. Break clauses shall be included within the contract to take account of the trial period.

## **8. Director of Finance's comments**

- 8.1** As mentioned within the report, CityEV would provide the infrastructure and installation at nil cost to the Council and also provide a back office system which would collect usage data, however there would be some set up costs to Portsmouth City Council to undertake this trial. The estimated costs are:

- Signage between £390 and £600
- Bay marking up to £1,500
- Works to arrange electrical supply £102

- 8.2** In addition to these set up costs, Portsmouth City Council would incur launch and ongoing marketing and promotional costs of approximately £2,000.
- 8.3** The City Council will also need to absorb the cost of the electricity supply to the three chargepoint locations at least for the first year of the trial. These are estimated not to exceed £5,500 in the first year.
- 8.4** In addition, there would be costs associated in removing infrastructure and bay marking at the end of the trial if it was not to continue or if any alterations were made to the scheme such as charging public to utilise the charge points. It is anticipated that all costs relating to this trial will be met from existing Traffic and Transport budgets.

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Signed by:  
Alan Cufley  
Director of Transport, Environment and Business Support

#### **Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

<b>Title of document</b>	<b>Location</b>
<b>Cityline 100 Managed Lamp Post EVSE</b>	<a href="http://cityev.net/wp-content/uploads/2017/04/Cityline-100-2.4-dataSheet-PLcopy.pdf">http://cityev.net/wp-content/uploads/2017/04/Cityline-100-2.4-dataSheet-PLcopy.pdf</a>
<b>OLEV Workplace charging scheme minimum technical specification</b>	<a href="https://www.gov.uk/government/publications/workplace-charging-scheme-minimum-technical-specification">https://www.gov.uk/government/publications/workplace-charging-scheme-minimum-technical-specification</a>
<b>OLEV Residential On-street Chargepoints guidance</b>	<a href="https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints">https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints</a>

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

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Signed by:  
Councillor Simon Boshier  
Cabinet Member for Traffic and Transportation

*(End of report)*