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

Subject: On-Street Residential Chargepoint Scheme - Phase 1 mid-point review

Date of meeting: 29th October 2020

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Central Southsea, Copnor, Drayton & Farlington, Eastney & Craneswater, Fratton, Hilsea, Milton, Nelson, St Jude, St Thomas.

1. Requested by

1.1 This report was requested by the Cabinet Member for Traffic and Transportation.

2. Purpose

2.1 To provide an update on the first phase of the On-Street Residential Chargepoint Scheme (ORCS).

3. Background

3.1 The Office for Low Emission Vehicles (OLEV) created a fund to enable local authorities to provide Electric Vehicle (EV) chargepoints. This was specifically for residential areas that do not benefit from off-street parking, to enable residents to charge their electric vehicles close to their home. In 2018 Portsmouth City Council bid to this fund and were successful in receiving £100k towards 75% of the costs for installation and infrastructure for 36 chargepoints. The chargepoints are required to remain in place for a period of three years.

3.2 Usage is monitored across the three year trial period, to understand the usage and uptake of electric vehicles within the city. It is hoped that installation of electric vehicle charging points will encourage and enable local residents to make the change from their regular petrol or diesel vehicle.

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4. Portsmouth ORCS Phase 1 Background

4.1 At the 24th January 2019 Traffic & Transportation meeting, approval was given for the installation of charge points. These were installed in March 2019, in the following locations:

53 Adair Rd	82 Hartley Rd	83/85 Pretoria Rd
51 Adames Rd	Havant Road (alongside 15 Chichester Rd)	28a Priory Cres
Astley St (North of King Street Junction)	32 Heathcote Rd	36 Posbrooke Rd
Balfour Road (alongside 56 Kirby Rd)	Henderson Rd (opposite Cockleshell Community Centre)	Racton Ave (opp Lordington Close)
Clarence Parade (opp Lennox Mansions)	122 Henderson Rd	7 Selsey Ave
Clarence Parade (opp Stacey Court)	High St (25 Crown Court)	2 St Catherine St
92 Eastfield Rd	Hunter Rd (alongside 29 Hatfield Rd)	Taswell Rd (opp Wimbledon Park Sports Centre)
131 Essex Rd	74 Kensington Road	48 Victoria Rd N
16 Florence Rd	183 Laburnum Grove	55 Warren Ave
1 Fordingbridge Rd	66 Oriel Rd	95 Warren Ave
58 Glencoe Rd	102 Oriel Rd	Westbourne Road (alongside 268 Chichester Rd)
68 Hartley Rd	75 Oxford Rd	23 Wimbledon Park Rd

4.2 At the time of installation, not all bays were marked, as not all requesting residents had purchased their electric vehicle.

5. Portsmouth ORCS Phase 1 - mid scheme review

5.1 In November 2019 the first phase of the On-Street Residential Chargepoint Scheme won the Transtech Award for E-Mobility progress. ORCS is thought to be the only pay as you go, lamp-column based on-street resident charging solution which benefits from designated parking pays, guaranteeing access to the chargepoints.

5.2 The scheme is a three year trial and at the time of writing this report has seen 16 full months of operation. The following section outlines the findings of usage data and resident survey during this time.

5.3 Appendix A shows the number of usages per site since April 2019.

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- 5.4 The project is a trial which was 75% funded by OLEV. As part of the grant funding conditions the charge points must remain in place for 3 years.
- 5.5 The trial is not only looking at providing charge points for existing EV owners but also as to whether providing the infrastructure will encourage people to convert to electric vehicles.
- 5.6 All chargepoints were installed based on resident requests with differing status. Some already owned EVs, some were planning to purchase one as soon as the infrastructure was in place and others would take longer but within the time frame of the trial.
- 5.7 We have contact details for all the residents, who requested charging points and surveyed them earlier this year. The survey resulted in additional bay marking, so not all bays are/ have been marked for the entire period, which has impacted on usage in some locations.
- 5.8 The COVID-19 pandemic and lockdown saw chargepoint use also reduce during April, May and June but they have since begun to recover and we continue to monitor this.

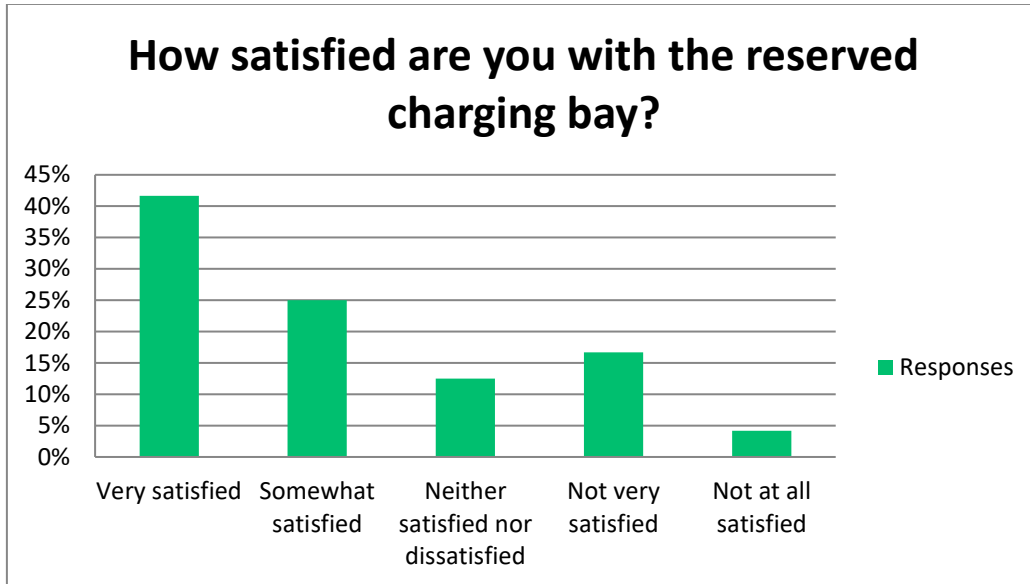
6. User survey

- 6.1 Two online surveys were carried out to better understand existing and prospective user usage and views of the scheme and any modifications the council could make to improve it such as to the bay markings. The first survey was sent at the end of 2019 to applicants from the first phase of the On-Street Chargepoint Scheme. The survey was also sent to applicants of phase 2 of the scheme who already owned an electric vehicle, as it was thought that they would likely already be utilising the chargepoints.
- 6.2 We will continue to review the monitoring data over next 18 months, use lessons learnt from phase 2 and work with ubitricity to understand any areas of poor usage.
- 6.3 Through regular monitoring of the usage data and also requests from users, lining works were arranged to mark the bays thus making them more accessible to encourage greater use.
- 6.4 The majority of responders either own an EV (64%, 27 out of 42) or are planning on buying an EV (12 of the 15 non-owners), with most expressing intent to purchase one within the next 6 to 12 months.
- 6.5 89% of responders say their nearest EV bay has been marked, with 67% satisfied with this charging bay (see graph 1 below). Less than half (48%) confirmed that they were able to access this bay when needed (see graph 2), and only half of these responders confirmed that this was due to other EVs

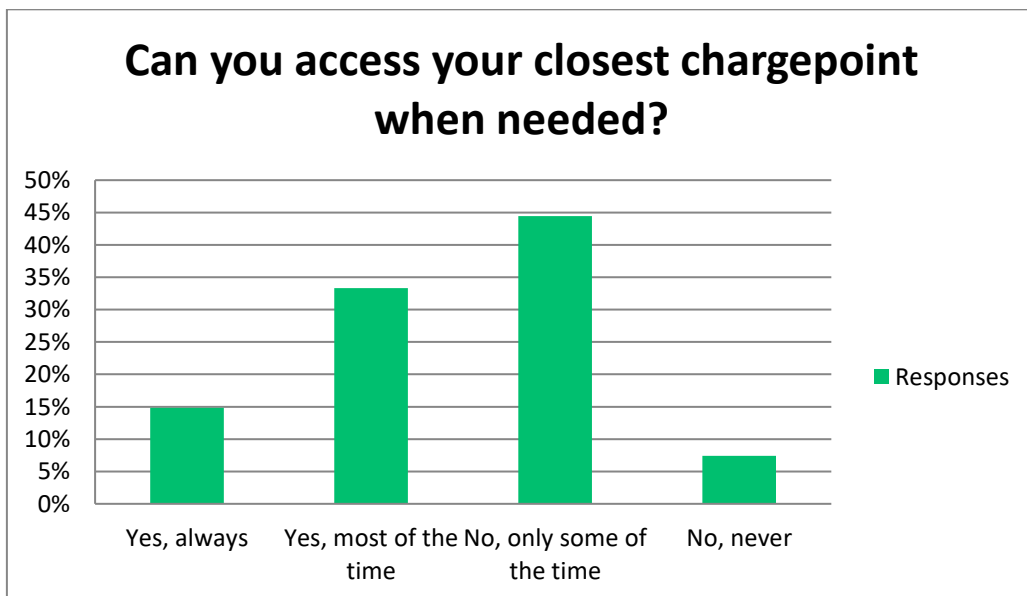
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already using the space. Almost every resident (92%) confirmed that not being able to access their nearest bay is a problem for them.

Graph 1- satisfaction with reserved parking bays



Graph 2 - ease of chargepoint access



6.6 Most respondents shared that they have communications with other EV owning residents through messaging, WhatsApp groups etc. or have some kind of mutual understanding, with apps like Plugshare being used to indicate whether the chargepoint is in use. 54% of users are unhappy with the location of their nearest bay, but this is mainly due to the distance from their home which will be remedied by the further rollout of chargepoints in the city. 69% of responders

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share their chargepoint with other EV users which indicates the need for these further installations.

- 6.7 The final question asked for further comments, the majority of responders requested further chargepoints due to high demand levels. Most were broadly happy with the scheme itself and happy that the council was committing to large scale on-street chargepoint installations. Most complaints were about a lack of enforcement where non-EVs were using the reserved bays. Residents have been updated as to how they can report this issue and parking enforcement have been notified or any specific issues.
- 6.8 Currently, just 3 electric vehicle bays remain unmarked including:
- Hartley Road - there were 2 bays installed in this road with one bay being marked initially. As ownership was not confirmed by the second requestor, the second EV bay remained unmarked. We will continue to monitor the usage of the unmarked bay and have yet to receive any requests to mark the bay to make the chargepoint more accessible.
 - Oriel Road - there were 2 bays installed in this road with one bay being marked initially. Demand has now been confirmed for the second chargepoint and will be marked in due course.
 - Pretoria Road - remained unmarked due to a discrepancy in the TRO (120/2018) wording, there was a delay in all TRO processing during lockdown which led to a delay in the completion of this ratification. This has since been completed and charging bay will be marked in due course.

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Signed by (Director)

Appendices:

Appendix A: The number of usages per site since April 2019

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:

Title of document	Location
ORCS Phase 1 T&T report	https://democracy.portsmouth.gov.uk/documents/s21455/Electric%20Vehicles%20on-street%20residential%20chargepoint%20scheme%20-%20TRO%20120%202018%20report.pdf

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Appendix A

Phase 1 No usages per Site since April 2019

Site	Date of bay marking	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Totals
48 Victoria Rd N	Mid 2019	30	22	26	37	27	28	34	41	30	38	43	34	4	5	4	27	32	462
68 Hartley Rd	Mid 2019	20	28	19	40	48	35	25	28	29	3	24	38	23	18	17	23	21	439
36 Posbrooke Rd	Mid 2019	7	11	29	24	27	29	29	32	30	35	33	28	14	24	26	32	17	427
66 Oriel Rd	Mid 2019	2	11	17	22	26	20	22	26	26	29	23	25	25	25	27	30	26	382
32 Heathcote Rd	Late 2019	0	15	10	0	0	0	0	0	38	50	46	39	4	36	40	43	46	367
74 Kensington Road	Mid 2019	1	11	13	14	23	21	19	41	30	21	21	15	3	17	27	25	26	328
53 Adair Rd	Mid 2019	0	7	11	8	21	23	21	30	15	29	27	28	15	24	6	15	8	288
16 Florence Rd	Mid 2019	0	7	14	6	5	16	21	16	20	25	16	15	3	15	18	20	24	241
Clarence Parade (opp Lennox Mansions)	Mid 2019	1	4	2	22	17	23	18	29	16	13	17	12	5	8	11	14	21	233
131 Essex Rd	Mid 2019	5	20	15	17	13	7	18	21	24	24	24	14	2	3	5	8	8	228
Clarence Parade (opp Stacey Court)	Mid 2019	2	3	8	19	15	21	20	21	14	17	17	10	1	5	16	13	23	225
Taswell Rd (opp Wimbledon Park Sports Centre)	Mid 2019	6	7	15	13	12	14	19	15	18	19	15	11	2	4	7	9	15	201
58 Glencoe Rd	No EV bay - Accessed via	20	11	11	16	14	4	9	13	13	13	12	12	3	9	5	8	14	187

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	disabled bay																			
Racton Ave (opp Lordington Close)	Mid 2019	7	12	9	8	7	13	17	15	25	19	18	13	1	3	1	0	0		168
2 St Catherine St	Mid 2019	1	6	2	3	0	3	7	17	21	15	26	9	0	0	0	7	13		130
51 Adames Rd	Mid 2019	10	6	5	8	8	7	7	4	4	3	5	4	2	8	14	12	11		118
28a Priory Cres	Mid 2019	5	6	6	5	2	4	7	10	10	14	7	13	5	7	3	9	4		117
Hunter Rd (alongside 29 Hatfield Rd)	Early 2020	0	3	3	8	9	13	7	12	9	9	8	6	0	1	2	12	3		105
183 Laburnum Grove	Mid 2019	0	3	6	0	4	5	7	16	8	13	10	9	1	0	3	6	7		98
23 Wimbledon Park Rd	Mid 2019	0	2	10	13	9	5	10	3	6	10	6	5	0	2	2	5	10		98
Westbourne Road (alongside 268 Chichester Rd)	Late 2019	1	7	4	6	4		8	4	5	22	9	5	5	4	3	4	2		93
1 Fordingbridge Rd	Bay size increased to 6m in late 2019 following user feedback	2	7	5	4	7	3	8	12	4	7	3	5	0	1	4	6	6		84
Henderson Rd (opposite Cockleshell Community Centre)	Mid 2019	1	3	3		5		5	6	11	8	3	5	0	7	7	2	4		70

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Balfour Road (alongside 56 Kirby Rd)	Mid 2019	0	6	5	4	7	1	11	6	9	7	6	6	0	0	0	0	2	70
7 Selsey Ave	Early 2020	1	1	1	0	5	0	0	0	1	3	1	4	5	1	3	3	7	36
92 Eastfield Rd	Early 2020	0	0	1	2	0	0	0	0	1	1	0	8	0	7	1	3	8	32
122 Henderson Rd	Mid 2019	1	1	1	1	1	0	1	4	0	3	2	4	0	1	0	4	1	25
Astley St (North of King Street Junction)	Mid 2019	0	3	0	0	0	3	3	5	2	3	3	2	0	0	0	0	0	24
95 Warren Ave	Early 2020	0	0	1	0	0	0	1	2	0	1	0	0	2	2	1	3	7	20
55 Warren Ave	No EV bay - accessed via disabled bay	0	0	1	0	0	1	0	0	0	1	2	2	0	2	3	5	2	19
Havant Road (alongside 15 Chichester Rd)	Mid 2019	0	1	0	0	4	1	1	0	0	1	0	0	0	0	2	4	1	15
High St (25 Crown Court)	Bay size increased to 6m in late 2019 following user feedback	0	3	0	0	0	0	0	0	0	3	2	3	0	0	1	1		13
75 Oxford Rd	Early 2020	0	3	0	0	0	0	0	0	0	2	0	0	0	1	1	0	2	9
82 Hartley Rd	Unmarked	0	1	1	0	0	1	0	0	0	2	0	0	0	1	0	0	0	6
102 Oriel Rd	Unmarked	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
83/85 Pretoria Rd	Unmarked	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total		123	232	254	300	320	301	355	429	419	465	429	384	125	241	260	353	371	

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