

Title of meeting:	Full Cabinet
Date of meeting:	2 nd November 2021
Subject:	Rapid Electric Vehicle Charging Infrastructure for Taxis and Private Hire Vehicles.
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To identify four locations for rapid electric vehicle (EV) charging hubs within Portsmouth, for the use of taxi and private hire vehicles (PHV). This is in order to provide charging infrastructure to encourage uptake of zero emission capable vehicles in light of ongoing high levels of air pollution in the city and forthcoming changes to taxi and PHV licensing requirements.
- 1.2 Although there are a number of existing rapid charging sites within the city; Portsmouth City Council (the Council) intends to improve this provision for taxis and PHVs. For this reason, research was undertaken to identify locations that would be of most practical for the trade to use.
- 1.3 Using data gathered through surveys with the trade, four sites have been identified in which to host up to ten charging points; all of which are proposed to be sited in car parks within the Council's control.
- 1.4 In addition to the survey undertaken, the proposed locations have been presented to Licencing Committee to seek the trade's views on them.
- 1.5 Up to three chargers will be sited in each car park, subject to technical and financial feasibility. This is to allow the maximum available capacity for a taxi or PHV to charge and will allow an economy of scale to be achieved at each site.

2. Recommendations

- 2.1 That the Cabinet approves the installation of rapid charging systems at each of the below four sites, identified through trade surveys; subject to technical and financial feasibility:



- a. Stubbington Avenue Car Park – 1no. charger (Stubbington avenue Car Park, 2 Stubbington Ave, North End, Portsmouth PO2 0HS)
- b. D-Day car park – 3no. chargers (The Esplanade Car Park, Southsea, PO5 3AD)
- c. London Road – 3no. chargers (London Road Car Park, 10 London Rd, Cosham, Portsmouth PO6 3EL)
- d. The Park and Ride – up to 3no. chargers (Park and Ride Portsmouth, Tipner Ln, Portsmouth PO2 8AN)

2.2 That the Cabinet instructs officers to proceed with the installation of the points in order that infrastructure be put in place to assist Taxis and Private Hire Vehicles to switch to using zero emission capable vehicles.

2.3 That the Cabinet delegate authority to the Cabinet Member for Traffic and Transportation to approve final locations of chargers, based on feedback from the taxi and PHV trade, should any of the sites listed in paragraph 2.1 prove to be unfeasible.

2.4 That the Cabinet delegate authority to the Cabinet Member for Traffic and Transportation to open the chargers to wider vehicle use; should ongoing monitoring of the assets be shown to have very low usage by the taxi and PHV trade.

3. Background

3.1 The Portsmouth Transport Strategy (Local Transport Plan 4) sets the strategic direction for all forms of transport in the city. The strategy, as adopted at Full Council on 13th October 2021, identifies 'delivering cleaner air' as one of its main strategic objectives. The supporting implementation plan identifies a range of measures that will be delivered to reach this objective, including delivery of infrastructure for alternatively fuelled vehicles.

3.2 The need to deliver infrastructure for lower emission and zero tailpipe emissions, as outlined in LTP4 is urgent. Air pollution continues to be the largest risk to environmental health in the UK. Epidemiological studies have shown that long-term exposure to air pollution reduces life expectancy and exasperates pre-existing conditions such as respiratory and cardiovascular diseases. In Portsmouth in 2018, around 117 premature deaths were attributable to particulate air pollution.

3.3 Due to ongoing high concentrations of nitrogen dioxide Portsmouth City Council (PCC) has been issued with ministerial directions from central government requiring the authority to take measures to bring air pollution to within legal limits in the shortest possible time.

3.4 Following detailed technical study of air pollution in the city, central government has mandated PCC to introduce a Class B charging Clean Air Zone (CAZ). This CAZ will result in daily charges being issued to 'non-compliant' vehicles that



drive within the zone from 29th November 2021. Non-compliant vehicles are buses, coaches, taxis and private hire vehicles that are older than Euro 6 if diesel and older than Euro 4 if petrol.

- 3.5 The taxi and PHV trade in Portsmouth have been supported to upgrade their vehicles so that they become CAZ-compliant through grant funding. Drivers and owners of standard vehicles have been offered a grant of up to £1,500 per vehicle and for wheelchair accessible vehicles this grant is up to £5,000 per vehicle. There has been no requirement for replacement vehicles to be zero emission capable, only that they are CAZ compliant.
- 3.6 Drivers and owners of taxi and PHVs have been able to take advantage of the Clean Air Fund (CAF) grants have been able to use this funding alongside government plug in grant funding for the purchase or certain electric vehicles.
- 3.7 In December 2020 a decision was made by PCCs Licensing Committee to introduce a tightening of taxi licensing requirements in order to help drive the switch to lower emission vehicles in the city. From 2025 all taxi and private hire vehicles licensed for the first time will need to be zero emission capable. In order to support the taxi and PHV trade to meet this requirement there is a need for rapid EV charging points in the city to allow drivers to charge quickly.
- 3.8 Due to this change in licensing policy central government's Joint Air Quality Unit awarded PCC £499,279 for the delivery of rapid EV charging points.
- 3.9 Encouraging the increased adoption of EVs has significant advantages for Portsmouth over petrol and diesel alternatives. EVs emit less air pollution, fewer carbon emissions and less noise pollution than vehicles with internal combustion engines. EV uptake is due to increase significantly in coming years, as new cars with internal combustion engines are phased out up to 2030.
- 3.10 The rapid chargers will help to build-out existing and proposed EV charging infrastructure in able to support the increasing penetration of EVs across Portsmouth. This includes almost 100 on-street chargers being installed under the On-street Residential Chargepoint Scheme (ORCS).
- 3.11 Surveys have been undertaken with the taxi and PHV trade in order to understand which locations would be most convenient for them to use. The four locations recommended within this report reflect this and give coverage, using Council-controlled car parks, to the locations that the trade identified (Appendix A).
- 3.12 The 50kW Tritium chargers will allow a typical EV to fully charge from empty within an hour. An operation and maintenance contract has been agreed to run with a supplier who will be responsible for setting the charging tariff and maintaining the equipment for at least three years.

- 3.13 A contractor has been appointed to deliver the rapid charging points and is currently undertaking a technical and economic feasibility of the locations identified.

4. Reasons for recommendations

- 4.1 Locating rapid EV charging points will ensure that there is appropriate infrastructure in place for existing taxi and PHV EVs; and support the uptake of EV by more of the trade.
- 4.2 The locations identified reflect those which will be most beneficial to the taxi and PHV trade; according to feedback from survey and Licencing Committee and subject to constraints of land availability and power supply. The hub model will ensure EVs are most likely to get an available charger; and allows for more chargers to be installed than if they were located individually.
- 4.3 The insights that onward monitoring of these chargers will give can be used to inform future projects and infrastructure, both for taxis and PHVs, and the wider rollout of EV charging across the city.

5. Integrated impact assessment

- 5.1 Please see Appendix B.

6. Legal implications

- 6.1 The Ministerial Direction dated 25 March 2020 requires the Council to implement the local plan for NO₂ compliance to ensure compliance with the legal limit value for NO₂ is achieved within the Council's area in the shortest possible time, and by 2022 the latest. Under section 85(7) of the Environment Act 1995, it is the duty of the Council to comply with any direction given to it. It is believed that the installation of the EV charging infrastructure would assist in achieving compliance with the aforementioned Ministerial Direction.
- 6.2 The proposed purchase of the EV charging infrastructure and subsequent maintenance services are subject to the Council's Contract Procedure Rules and the Public Contract Regulations 2015 as well as other rules and legislation governing public procurement. The Council is also under a general duty of Best Value under the Local Government Act 1999 (as amended). The officers shall ensure that appropriate procurement processes are followed and duties complied with.

7. Director of Finance's comments

- 7.1 As mentioned in the main body of the report the Council will fund the installation of these 4 Rapid Charging points from funds provided through the Clean Air Fund totalling almost £500,000. This will pay for the supply and installation of the charge points and a three year warranty.

7.2 Once the initial 3 year period is over the Council will need to identify funding to continue to maintain the sites, the next three years will inform a how well used they are and during this period the Transport team will seek to identify a sustainable model for the maintenance of these sites.

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Signed by: Tristan Samuels, Director of Regeneration

Appendices:

- Appendix A – Map of locations identified through trade engagement
- Appendix B – Integrated Impact Assessment

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
Cabinet Report 29/10/2019 Local Air Quality Plan Outline Business Case	https://democracy.portsmouth.gov.uk/documents/s24649/Cabinet%2029.10.19-%20Local%20Air%20Quality%20Plan%20OBC%20cover%20report.pdf
Cabinet Report 06/10/2020 Clean Air Zone: Consultation Feedback	https://democracy.portsmouth.gov.uk/documents/s28269/Cabinet%2006%20Oct%2020%20-%20Clean%20Air%20Zone%20report.pdf
Licensing Committee Report 18/12/20 Amendments to Statement of Licensing Policy	https://democracy.portsmouth.gov.uk/documents/s29255/Taxi%20Licensing%20Committee%20Report.pdf
Full Council Report 13/10/21 LTP4 Report	https://democracy.portsmouth.gov.uk/mgAi.aspx?ID=17400#mqDocuments
Licensing Committee Report 15/10/21 Electric Vehicle Charging Points	https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=125&MId=4824&Ver=4

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

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Signed by: