

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

**Date of meeting:** 28<sup>th</sup> July 2022

**Subject:** Review of Stubbington Avenue Rapid Electric Vehicle (EV) Chargepoint for taxi and private hire vehicles

**Report by:** Tristan Samuels - Director of Regeneration

**Wards affected:** Nelson

**Key decision:** No

**Full Council decision:** No

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**1. Purpose of report**

- 1.1. To review the usage of the rapid Electric Vehicle (EV) charger in Stubbington Avenue car park since installation and consider opening it for usage by the general public.

**2. Recommendations**

**It is recommended that the Cabinet Member for Traffic and Transportation:**

- 2.1. **Notes the usage of the rapid EV charger in Stubbington Avenue car park;**
- 2.2. **Approves the opening of the charger for public usage;**
- 2.3. **Approves delegated authority to the Director of Regeneration to review the usage of each of the taxi and private hire vehicles (PHV) restricted rapid chargers after a period of at least 16 weeks from installation and open usage to the general public if there is not proven demand from the taxi and private hire trade.**

**3. Background**

- 3.1. In the Portsmouth Transport Strategy 2021 - 2038 (LTP4), one of the strategic objectives is to deliver cleaner air. Support infrastructure for alternative fuelled vehicles is among those policies that are developed to achieve the strategic objectives. The provision of rapid EV charger aligns with this policy and will encourage the uptake of EV which in turn contribute to the achievement of the objective.

- 3.2. Portsmouth City Council have installed 36 and 62 fast EV chargepoints with 5kw output under Phase 1 and 2 of the Off-street Residential Chargepoint Scheme (ORCS) in 2019 and 2021 respectively. Of which 26 of those are located within a mile from the Stubbington Avenue car park.
- 3.3. The Council is working on a funding bid to be submitted to the Office for Zero Emission Vehicles (OZEV) for installation of more than 250 fast chargepoints Phase 3 of the ORCS. Around 87 sites are within a mile radius from the Stubbington Avenue car park.
- 3.4. In March 2021 Portsmouth City Council were awarded £499,279 by the Joint Air Quality Unit (JAQU) for the installation of rapid chargers specifically for taxis and private hire vehicle use. This funding was awarded to enable the drivers of these vehicles to upgrade to electric vehicles as part of the Clean Air Zone scheme. Funding was granted following the successful amendment of taxi licencing policy to make all newly licenced vehicles from 1 January 2025 onwards 'zero emissions capable', and that a new restriction on the age that a vehicle can be licensed up to; in January 2022 this was set at eight years.
- 3.5. Approval of the proposed off-street sites was given at Cabinet in October 2021. Joju Limited (Joju) were subsequently appointed through the Electric Vehicle Charging Points Central Southern Regional Framework to undertake feasibility studies. These feasibility studies have been attained through the Distribution Network Operator (DNO) - Southern and Scottish Energy (SSE), who have provided quotes for works necessary to upgrade these sites to include capacity necessary for 50kWh (minimum) rapid chargers.
- 3.6. The first rapid charger was installed in the car park at Stubbington Avenue in March 2022.
- 3.7. The chargepoint is available for use at 40p/kwh and not cost for parking. To encourage vehicles to move on and maintain accessibility of the chargepoints for other users there will be a £10 charge applied via the chargepoint billing system for vehicles which remain over 90 minutes.
- 3.8. Multiple emails were sent to Portsmouth licensed taxi and private hire vehicle trade to advise them of the installation of the rapid chargepoint and invited the drivers to register for use of the chargepoint.
- 3.9. Since installation the chargepoint in Stubbington Avenue have been no Portsmouth licensed driver register to use the chargepoint.
- 3.10. The Council also received a request from a taxi registered outside Portsmouth for using the rapid charger, which was then approved after review. The Council will continue to assess such requests on a case-by-case basis.
- 3.11. Since installation the chargepoint has received no use despite having a registered user.

- 3.12. The remaining rapid chargers are planned to be installed at the following locations:
- a. 3 chargepoints at the park and ride (Park and Ride Portsmouth, Tipner Lane, Portsmouth PO2 8AN) - installation due in July 2022
  - b. 3 chargepoints at D-Day car park (D-Day Car Park, Southsea, PO5 3NT) - installation expected in July 2022
  - c. 1 chargepoint at London Road (London Road Car Park, 10 London Road, Cosham, Portsmouth PO6 3EL) - installation expected in July 2022
  - d. 1 chargepoint at Isambard Brunel Road (Isambard Brunel Surface Car Park, Alec Rose Lane, Portsmouth PO1 2BX) - installation expected in August 2022

#### **4. Reasons for recommendations**

- 4.1. Officers have been closely monitoring the usage of the charger in Stubbington Avenue car park since the installation in March 2022. The usage has been very low, indicating that the demand from taxis and private hire vehicles trade is very low.
- 4.2. Opening the usage to private cars and vans other than taxis and private hire vehicles allows an effective use of the infrastructure, which also aligns with the Council's policy "to support infrastructure for alternative fuelled vehicles" as stated in the Portsmouth Transport Strategy (LTP4).
- 4.3. Officers will continue to progress with the installation of the remaining rapid chargers and promote them to the taxi and PHV trade after installations. Usage will be closely monitored and if there is no proven demand from taxis and private hire vehicles, the chargepoints will be opened to the public.
- 4.4. There is demand for chargepoints in this area from residents, with around 87 residential chargepoint requests received by the Council, within approximately a mile radius from the Stubbington Avenue car park.

#### **5. Integrated impact assessment**

- 5.1. An integrated impact assessment (IIA) has been carried out and is included as Appendix A.
- 5.2. Within the IIA, opening the rapid EV charger to the general will impact positively on the following sections:

Section A - Community safety

A3 - Health

B - Environment and climate change

B1 - Carbon emissions

B3 - Climate change mitigation and flooding



B5 - Air quality

C - Regeneration of the city

C1 - Culture and heritage

C3 - Economy

## **6. Legal implications**

- 6.1. Stubbington Avenue car park is subject to a Portsmouth City Council (Off-Street Parking Places) (Consolidation) No. 58 Order 2022 (the "Order") made pursuant to the Road Traffic Regulation Act 1984 (as amended), the Traffic Management Act 2004 and all other enabling powers.
- 6.2. Should the recommendations be approved, the Council may be required to either amend the existing Order or revoke the existing Order and make a new traffic regulation order incorporating the recommendations above.
- 6.3. Both of the options set out in paragraph 6.2 above would require the Council to comply with the relevant statutory requirements and further advice from Legal Services shall be sought accordingly.

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

- 7.1. The cost of installation is to be funded by an external grant awarded from the Joint Air Quality Unit (JAQU). This grant will cover the installation and a warranty to cover the first three years maintenance. After three years has elapsed there will be an overhead of around a £1,000 per annum to ensure the charger is maintained. The cost of this will be met from a contribution from the users, in the form of a premium on the kWh charge.
- 7.2. As well as covering the cost of maintenance the charge to the user needs to cover the cost of supplying the electricity, which is paid for by the Council, plus a 5% charge by the charging administrator.
- 7.3. The charge points need to be used at least twice a day, charging each vehicle to 80% capacity, before it covers its fixed costs. If, after three years, the charge point is being used less than this then a source of funding will need to be identified to meet any shortfall in maintenance. The proposal to open up the chargers for use by a wider range of vehicles should help to cover the maintenance liability.

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Signed by: Tristan Samuels, Director of Regeneration

**Appendices:**

Appendix A - 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 October 2021- Rapid Electric Vehicle Charging Infrastructure for Taxis and Private Hire Vehicles	<a href="https://democracy.portsmouth.gov.uk/documents/s34964/Rapid%20EV%20Charging.pdf">https://democracy.portsmouth.gov.uk/documents/s34964/Rapid%20EV%20Charging.pdf</a>
Cabinet March 2022 - Update on rapid electric vehicle (EV) charging infrastructure for taxis and private hire vehicles (PHVs)	<a href="https://democracy.portsmouth.gov.uk/documents/s37396/Update%20on%20rapid%20electric%20vehicle%20EV%20charging%20infrastructure%20for%20taxis%20and%20private%20hire%20vehicles%20P.pdf">https://democracy.portsmouth.gov.uk/documents/s37396/Update%20on%20rapid%20electric%20vehicle%20EV%20charging%20infrastructure%20for%20taxis%20and%20private%20hire%20vehicles%20P.pdf</a>
Portsmouth Transport Strategy	<a href="https://www.portsmouth.gov.uk/wp-content/uploads/2021/11/74.633-Local-Transport-Plan-2021-Final-Accessible.pdf">https://www.portsmouth.gov.uk/wp-content/uploads/2021/11/74.633-Local-Transport-Plan-2021-Final-Accessible.pdf</a>

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

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Signed by: