

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Title of meeting:	Cabinet Member for Traffic & Transportation
Subject:	On-Street Residential Chargepoint Scheme - Phase 2 six-month review
Date of meeting:	20 th October 2022
Report by:	Tristan Samuels, Director of Regeneration
Report author:	Hayley Chivers, Acting Transport Planning Manager
Wards affected:	All wards except Charles Dickens and Cosham

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 Phase 2 of the On-Street Residential Chargepoint Scheme (ORCS).

3. Background

- 3.1. Portsmouth City Council is required to comply with the Ministerial Directive as written in the 1995 Environment Act (Portsmouth City Council) Air Quality Direction 2020. This directive includes the requirement to implement the local plan for reduction of roadside nitrogen dioxide emissions by 2022 at the latest. As part of this, the Portsmouth Clean Air Zone was launched on 29th November 2021. Electric vehicle charging infrastructure is a part of both the local and national strategy for the improvement of air quality.
- 3.2. In the Portsmouth Transport Strategy 2021 - 2038 (LTP4), one of the strategic objectives is to deliver cleaner air. Policy B, Support infrastructure for alternative fuelled vehicles is among the policies within the strategy which support delivery of the strategic objectives. The scheme aligns with this policy and will encourage the uptake of electric vehicles (EVs) which in turn contribute to the achievement of the strategic objective. It is planned to write a daughter EV strategy sets out our vision and action plan for the rollout of electric vehicle charging infrastructure in the city.

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

- 3.3. The Government released the 'Transport decarbonisation plan' in July 2021. The plan aims to phase out the sale of new diesel and petrol cars by 2030 (as previously published in a delivery plan setting out key milestones in 2021) and encourages the uptake of electric vehicles (EV) to meet the demand for the users of the UK's charging infrastructure network and to be on a pathway to achieving net zero emissions from the UK car fleet. As also detailed in the governments 'Ten Point Plan for a Green Industrial Revolution', supporting point 4, which is to accelerate the shift to zero emission for vehicles.
- 3.4. The Transport Decarbonisation Plan outlines that Local Transport Plans (LTP's) should set out how local areas will deliver quantifiable carbon reductions in transport, with further guidance on this expected in autumn 2022. There is also a requirement for local authorities to produce an EV Strategy as part of this work.
- 3.5. The Office for Zero Emission Vehicles (OZEV) created a fund to enable local authorities to provide Electric Vehicle (EV) chargepoints specifically for residential areas that do not benefit from off-street parking. This enables residents to convert to electric vehicles with the knowledge they are able to charge their electric vehicles close to home. In 2018 Portsmouth City Council bid to this fund and were successful in receiving £100k for 75% of the costs of installation and infrastructure for 36 chargepoints in Phase 1.
- 3.6. Following successfully receiving £229,860 for 75% of the costs for installation and infrastructure Portsmouth City Council installed 62 chargepoints as Phase 2 of ORCS between November 2021 and March 2022. This was following approval of the associated Traffic Regulation Order (TRO) at the meeting of the Cabinet Member for Traffic and Transportation on 29th October 2020.
- 3.7. Phase 2 of the ORCS replicated the award-winning standard set during phase 1 of this scheme, utilising lamp column electricity supply. This solution sees the chargepoint retrofitted directly into the lamp column where it is located next to the kerb. In cases where the lamp column is at the back of the pavement a satellite bollard is installed at the front of pavement. The electricity supply from the lamp column to the bollard is fed under the pavement.
- 3.8. The chargepoints are accessible via 'Pay As You Go', (PayG) the PayG option is accessed with a standard charging cable by scanning a QR code on a smartphone or other device. A discreet sign with the QR code and user instructions is attached to the chargepoint.
- 3.9. The chargepoints are accompanied by designated parking spaces ensuring residents have easy access to the charge point. The space can only be used by plug-in vehicles, non-plug-in vehicles which are found parked in the space are subject to a penalty charge notice.

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

3.10. The scheme is a trial and as part of the grant funding conditions the charge points must remain in place for 3 years. The trial is not only looking at providing charge points for existing EV owners but also promotes EV charging with the hope of encouraging people to convert to electric vehicles. It is accepted that some of the chargepoints will initially have low usage levels due to requesting residents not purchasing a plug-in vehicle until they have confidence that the infrastructure is in place to allow them to charge the vehicle.

3.11. 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.

4. Portsmouth ORCS Phase 2

4.1. Joju Solar was selected as the supplier for Phase 2 of this project through the Hampshire County Council Southern Central EV Charging Framework. The 62 chargepoints installed as part of Phase 2 are in the locations detailed in Table 1:

Table 1 - Locations of Phase 2 ORCS chargepoints

15 Beach Road	Broad Street (outside King James Terrace)	19 Burney Road
Bush Street West (opposite 20 Great Southsea Street)	7 Campbell Road	31 Canterbury Road
21 Chestnut Avenue	305 Chichester Road	Clarence parade (opposite Park House)
11 Cleveland Road	43 Cleveland Road	17/18 Croft Road
37 Crofton Road	Crofton Road (alongside 98 Kirby Road)	72 Dunbar Road
89 Empshott Road	39 Essex Road	10/12 Exmouth Road
23 Festing Grove	21 Gains Road	37 Gains Road
48 Glasgow Road	Grove Road South (outside Holmbush Court)	23 Harold Road
39 Haslemere Road	9 Havelock Road	151 Hayling avenue
Highland Street (opposite No. 23)	52 Hudson Road	105 Jessie Road
82 Jubilee Road	160 Kensington Road	Kings Road (outside 45-61 Norfolk Street)
26 Langford Road	24 Lennox Road South	5 Leominster Road
19-21 Lichfield Road	24 Lindley Avenue	88 Liss Road

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

93 Lyndhurst Road	14 Mayhall Road	126 Methuen Road
Meyrick Road (outside 186a Twyford Avenue)	Neville Road (opposite No. 15)	35 Nutbourne Road
75 Percy Road	96 Randolph Road	178 Reginald Road
45 Reginald Road	43 Shadwell Road	117 Shadwell Road
49 Sheffield Road	3 Shelford Road	49 St Augustine Road
7 St Chad's Avenue	207 Stubbington Avenue	63 Wadham Road
Wallace Road	Waverley Grove (opposite No. 2)	White Hart Road (outside Mountjoy Court)
36 Whitwell Road	120 Wymering Road	

- 4.2. Of the 62 chargepoints, at the time of writing this report, 55 have associated designated parking bays marked. The remaining seven bays have not been marked to ensure there is not any impact on parking congestion. The requesting residents in these areas have not yet purchased their electric vehicle (some residents needed the assurance of the infrastructure to be in place before converting their vehicle) and there is no know other demand currently known in the area. Bay markings will be arranged at the sites which have not been marked.

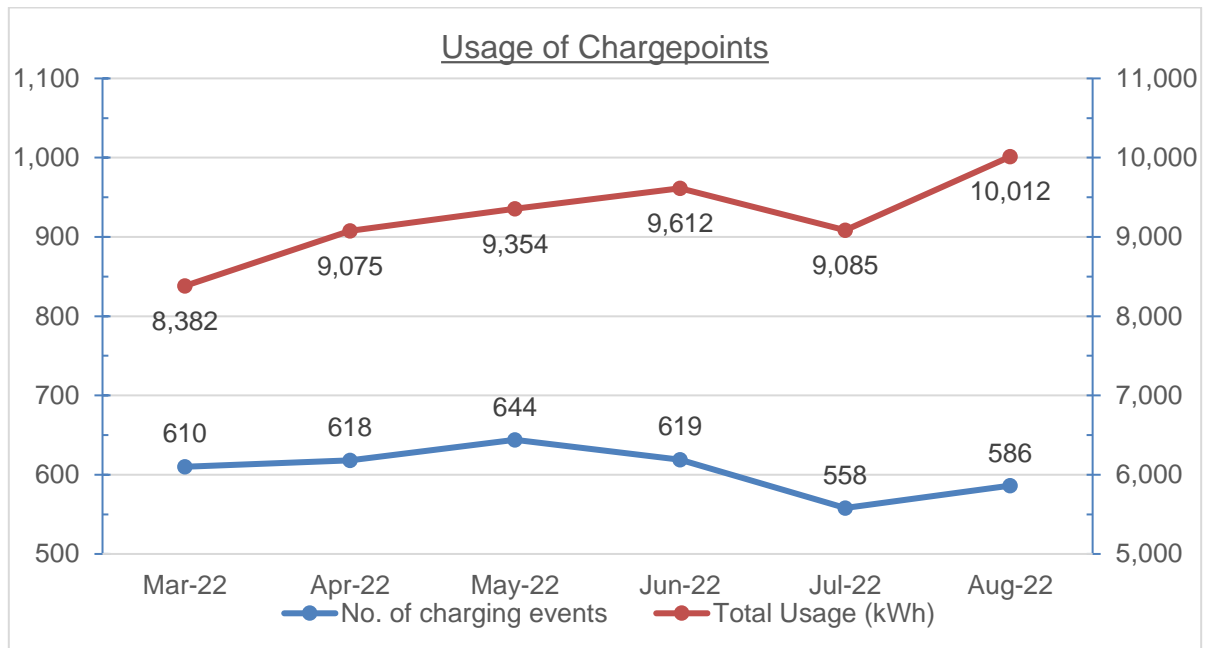
5. Portsmouth ORCS Phase 2 - six-month review

- 5.1. At the time of writing this report, all chargepoints have seen six full months of operation. The following section outlines the findings of usage data from March 2022 to August 2022.
- 5.2. All chargepoints were installed based on resident requests with differing status of ownership. 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.
- 5.3. As shown in Graph 1, the no. of charging events across all chargepoints remained steady from March to August 2022 while the amount of electricity consumed increased by 19.4% in the same period.

THIS ITEM IS FOR INFORMATION ONLY

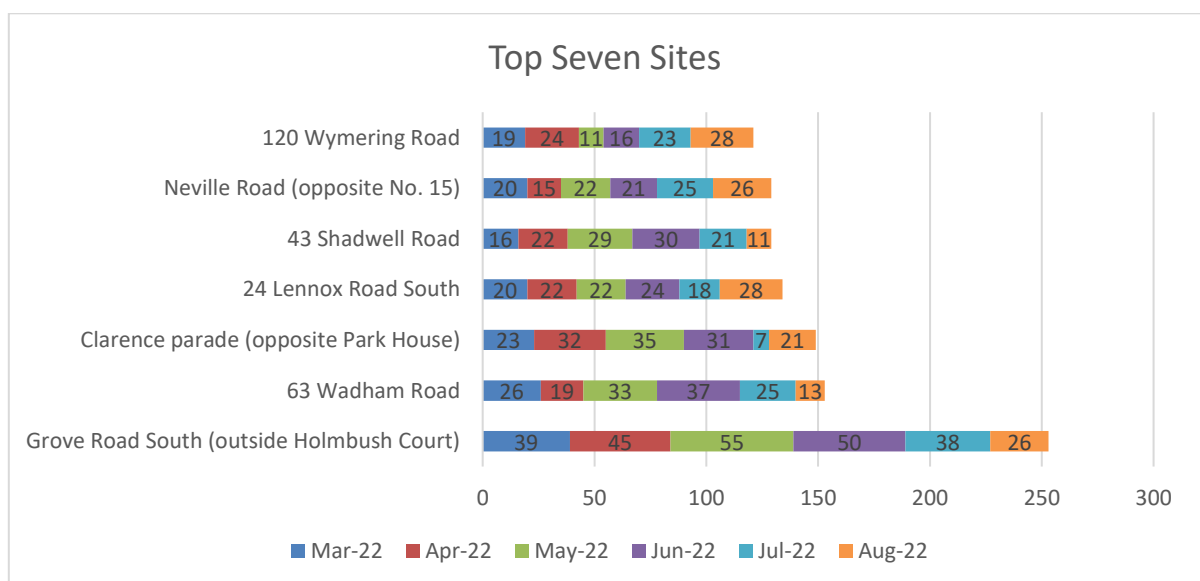
(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Graph 1 - Monthly Usage from March to August 2022



- 5.4. Graph 2 shows the seven locations which recorded the most charging events from March to August 2022. All of them were used for at least 120 times throughout the period, which is equivalent to an average of 20 charges per month.

Graph 2 - Top seven sites with the highest usage



THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

- 5.5. As shown in Table 2, there are nine sites which recorded less than six charges from March to August 2022, i.e., one or less charge per month on average. Eight of those sites were installed at the later stage. Three of them did not have their parking bays marked until July while the other five were still not marked the time of writing this report. The remaining site was installed with the bay marked in November 2021, yet the usage has been very low since installation.

Table 2 - Sites with low usage

Site	Installed in	Bay marked in	Total Usage (no. of charging events)
82 Jubilee Road	Jan-22	Jul-22	5
23 Harold Road	Mar-22	Jul-22	5
49 Sheffield Road	Nov-21	Nov-21	4
21 Chestnut Avenue	Mar-22	Jul-22	3
Wallace Road	Mar-22	Not yet marked	2
19 Burney Road	Mar-22	Not yet marked	1
48 Glasgow Road	Mar-22	Not yet marked	1
Waverley Grove (opposite No. 2)	Mar-22	Not yet marked	1
96 Randolph Road	Mar-22	Not yet marked	0

- 5.6. We will continue to monitor usage of those chargepoints with recently marked bays. For the chargepoint at Sheffield Road further investigation will be undertaken to understand the low usage levels with marketing activity taken forward if deemed necessary.
- 5.7. Overstaying is when vehicles remain parked in the EV bay after their charging event has completed. As the scheme promotes overnight charging the council considers overstaying a potential issue between the hours of 8am and 8pm when a resident may be reasonably expected to be able to move their car after charging has completed.
- 5.8. Some locations where the vehicle is plugged in for significantly longer than the vehicle required to charge may have issues with overstaying. Each of these locations will be reviewed on a case-by-case basis to understand if there is a significant overstay issue during daytime hours, and the reasoning for this such as parking congestion in the area, alongside understanding the demand for the charging facility. We will then develop a site-specific action plan which may be to promote respectful sharing of the charging facilities.
- 5.9. Appendix A shows the number of usages per site since installation.

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

6. Next Steps

- 6.1. The usage of the chargepoints will continued to be monitored, especially on those with low usage and overstay problem. The team will also investigate the cause and carry out appropriate measures, e.g., local marketing activity, to improve the utilisation.
- 6.2. The team will promote the responsible use of chargepoints at those sites identified with overstay problems to improve the usage efficiency. Introduction of an overstay deterrents can be considered if the problem continues to exist to ensure that the chargepoints can be effectively shared by different users.

.....
Signed by (Director)

Appendices:

Appendix A: Usage per site since installation

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 2 T&T Report	https://democracy.portsmouth.gov.uk/documents/s28559/TT 29 Oct 20 - EV phase 2 report with appx A-E.pdf

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Appendix A

Phase 2 No. of usages per site since installation

Site	Installed in	Bay marked in	Nov 21	Dec 21	Jan 22	Feb 22	Mar 22	Apr 22	May 22	Jun 22	Jul 22	Aug 22	Total
15 Beach Road	Feb-22	Feb-22	-	-	3	13	14	15	21	19	15	16	116
Broad Street (outside King James Terrace)	Mar-22	Mar-22	-	-	3	1	10	13	21	17	25	18	108
19 Burney Road	Mar-22	Not yet marked	-	-	2	0	0	0	0	0	1	0	3
Bush Street West (opposite 20 Great Southsea Street)	Mar-22	Jul-22	-	-	3	0	0	0	0	7	17	20	47
7 Campbell Road	Nov-21	Nov-21	2	12	18	12	15	16	8	0	0	2	85
31 Canterbury Road	Dec-21	Dec-21	1	0	3	4	5	3	2	4	3	11	36
21 Chestnut Avenue	Mar-22	Jul-22	-	-	3	3	3	0	0	0	0	0	9
305 Chichester Road	Feb-22	Feb-22	-	-	3	6	9	10	16	16	22	26	108
Clarence parade (opposite Park House)	Nov-21	Nov-21	9	20	4	23	23	32	35	31	7	21	205
11 Cleveland Road	Nov-21	Nov-21	0	0	0	12	12	9	10	5	10	9	67
43 Cleveland Road	Mar-22	Jul-22	-	-	1	0	5	6	2	1	4	0	19
17/18 Croft Road	Mar-22	Jul-22	-	-	3	0	0	1	1	1	1	5	12
37 Crofton Road	Mar-22	Mar-22	-	-	2	0	0	2	4	4	0	0	12
Crofton Road (alongside 98 Kirby Road)	Mar-22	Jul-22	-	-	3	0	2	2	2	1	3	8	21
72 Dunbar Road	Mar-22	Jul-22	-	-	3	2	3	3	2	3	5	11	32

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Site	Installed in	Bay marked in	Nov 21	Dec 21	Jan 22	Feb 22	Mar 22	Apr 22	May 22	Jun 22	Jul 22	Aug 22	Total
89 Empshott Road	Dec-21	Dec-21	2	0	1	7	12	8	6	15	11	9	71
39 Essex Road	Dec-21	Dec-21	0	1	0	3	12	11	4	7	9	5	52
10/12 Exmouth Road	Dec-21	Dec-21	1	0	1	6	13	8	11	19	12	8	79
23 Festing Grove	Nov-21	Nov-21	0	0	13	23	22	10	0	0	0	0	68
21 Gains Road	Nov-21	Nov-21	12	9	22	24	17	28	22	17	12	19	182
37 Gains Road	Feb-22	Feb-22	-	-	3	9	18	9	17	12	9	4	81
48 Glasgow Road	Mar-22	Not yet marked	-	-	3	0	0	0	0	0	1	0	4
Grove Road South (outside Holmbush Court)	Nov-21	Nov-21	7	30	33	34	39	45	55	50	38	26	357
23 Harold Road	Mar-22	Jul-22	-	-	4	0	0	0	1	0	1	3	9
39 Haslemere Road	Nov-21	Nov-21	2	13	27	11	15	13	8	0	6	11	106
9 Havelock Road	Feb-22	Feb-22	-	-	3	12	27	19	27	11	0	8	107
151 Hayling avenue	Nov-21	Nov-21	2	7	3	0	10	5	12	16	18	12	85
Highland Street (opposite No. 23)	Mar-22	Mar-22	-	-	3	8	19	15	13	11	5	7	81
52 Hudson Road	Feb-22	Feb-22	-	-	3	0	2	12	12	21	11	8	69
105 Jessie Road	Nov-21	Nov-21	0	6	9	5	13	9	16	17	15	18	108
82 Jubilee Road	Jan-22	Jul-22	-	-	2	1	0	0	2	1	2	0	8
160 Kensington Road	Dec-21	Dec-21	1	0	9	20	16	20	11	10	17	8	112
Kings Road (outside 45-61 Norfolk Street)	Nov-21	Nov-21	1	19	16	18	25	34	13	17	17	10	170
26 Langford Road	Dec-21	Dec-21	2	0	0	1	7	5	4	5	5	5	34
24 Lennox Road South	Feb-22	Feb-22	-	-	1	2	20	22	22	24	18	28	137
5 Leominster Road	Nov-21	Nov-21	0	0	0	0	0	0	0	2	5	0	7
19-21 Lichfield Road	Nov-21	Disabled bay	2	2	4	2	3	2	0	1	3	0	19

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Site	Installed in	Bay marked in	Nov 21	Dec 21	Jan 22	Feb 22	Mar 22	Apr 22	May 22	Jun 22	Jul 22	Aug 22	Total
24 Lindley Avenue	Feb-22	Feb-22	-	-	5	12	20	33	22	11	9	13	125
88 Liss Road	Jan-22	Feb-22	-	-	4	18	11	4	20	0	10	34	101
93 Lyndhurst Road	Nov-21	Nov-21	7	9	8	0	12	4	8	0	0	9	57
14 Mayhall Road	Dec-21	Dec-21	1	0	0	6	20	20	16	26	13	18	120
126 Methuen Road	Jan-22	Feb-22	-	-	5	16	1	19	15	17	15	8	96
Meyrick Road (outside 186a Twyford Avenue)	Nov-21	Nov-21	2	3	6	10	9	9	21	23	20	8	111
Neville Road (opposite No. 15)	Nov-21	Nov-21	0	4	6	12	20	15	22	21	25	26	151
35 Nutbourne Road	Dec-21	Dec-21	1	0	1	3	0	0	0	6	3	5	19
75 Percy Road	Mar-22	Jul-22	-	-	4	10	5	3	2	1	0	4	29
96 Randolph Road	Mar-22	Not yet marked	-	-	3	0	0	0	0	0	0	0	3
178 Reginald Road	Nov-21	Nov-21	1	10	22	13	20	14	7	9	4	9	109
45 Reginald Road	Dec-21	Dec-21	1	1	1	1	1	0	0	2	5	7	19
43 Shadwell Road	Nov-21	Nov-21	5	20	24	10	16	22	29	30	21	11	188
117 Shadwell Road	Mar-22	Jul-22	-	-	1	1	0	0	1	0	4	14	21
49 Sheffield Road	Nov-21	Nov-21	0	0	1	0	0	0	1	2	0	1	5
3 Shelford Road	Nov-21	Nov-21	5	15	8	9	7	7	7	4	15	5	82
49 St Augustine Road	Dec-21	Dec-21	1	0	2	4	7	13	16	18	10	10	81
7 St Chad's Avenue	Mar-22	Mar-22	2	0	0	0	2	5	6	2	0	4	21
207 Stubbington Avenue	Mar-22	Not yet marked	-	-	3	1	1	1	2	3	7	7	25
63 Wadham Road	Feb-22	Feb-22	-	-	4	7	26	19	33	37	25	13	164
Wallace Road	Feb-22	Feb-22	-	-	3	0	0	0	1	0	0	1	5
Waverley Grove (opposite No. 2)	Mar-22	Not yet marked	-	-	3	0	0	0	1	0	0	0	4

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Site	Installed in	Bay marked in	Nov 21	Dec 21	Jan 22	Feb 22	Mar 22	Apr 22	May 22	Jun 22	Jul 22	Aug 22	Total
White Hart Road (outside Mountjoy Court)	Feb-22	Feb-22	-	-	4	0	0	6	1	0	0	0	11
36 Whitwell Road	Nov-21	Nov-21	7	20	26	24	22	13	22	26	21	15	196
120 Wymering Road	Dec-21	Dec-21	1	0	11	8	19	24	11	16	23	28	141
		TOTAL	78	201	369	427	610	618	644	619	558	586	4,710