

EV Charging – West End Road Car Park

This paper is for DECISION

Resolution

To resolve to:-

Support the installation, by West Berkshire Council and/or its delivery partner, of up to four 7kW electric vehicle (EV) charge points (providing up to eight charging bays) within the West End Road car park, at no capital cost to the Parish Council.

Cost: NIL

Summary

West Berkshire Council has entered into a long-term partnership with Connected Kerb to deliver publicly accessible EV charging infrastructure across the district, supported by government funding.

The West End Road car park was identified as a suitable location, as far back as 2020, as the most suitable of the possible areas, with general support, if there was no cost to the parish council – and no use of CIL funds.

The purpose of the proposal is to:

- enable Mortimer residents without off-street parking to charge EVs and therefore consider EV ownership
- support visitors to local facilities and events
- align with the emerging new Mortimer Neighbourhood Plan's vision for and focus on environmental objectives of which EV charging is part.

The proposed chargers are 7kW fast units (similar to dedicated home chargers).

There is no capital cost to the Parish Council. Installation, operation and maintenance would be managed by the district council's delivery partner.

Supporting Information

Scale and layout

The preferred scheme comprises four charge points — supporting eight charging spaces — along the east side of the car park, as the most cost effective and forward-looking arrangement. Whilst WBC encourage the parish council to take up the offer of eight

charging spaces, a smaller scheme (e.g. four bays) might, subject to the provider's agreement be viable.

Parking capacity

A small number of spaces would be designated for EV charging. In the short term, usage may be mixed, with non-EV vehicles parking in these spaces at busy times. As EV uptake increases, these spaces are expected to transition to EV use. The overall impact on parking is expected to be limited, particularly as the layout will be refreshed and space efficiency improved.

Charging type, cost and longevity

7kW chargers provide a similar rate to home charging. Costs are higher than domestic charging but lower than rapid charging, with a pricing cap in place under the contract.

These chargers represent the current standard for this type of location and are expected to remain suitable for the foreseeable future. They use standard AC charging and are compatible with the UK/European Type 2 standard, supported by all EVs.

This type of installation is complementary to, rather than competing with, rapid chargers typically found at motorway service stations.

Access and usage

The chargers would be publicly accessible, including overnight, which is typical for this type of provision.

Background context

The site is leased by the Parish Council from West Berkshire Council. The proposal represents a district-led infrastructure improvement, delivered at no cost to the Parish Council.

Appendix A – Frequently Asked Questions

Does West Berkshire Council receive any income from the chargers?

West Berkshire Council will receive a share of revenue after an initial period (currently expected to be four years), in line with the contract with the delivery partner.

Who benefits from this?

Residents without off-street parking who cannot charge at home, visitors to local facilities and events, and the wider community.

What type of chargers are proposed?

Standard 7kW fast chargers. These are untethered Type 2 units, meaning users bring their own charging cable.

How do people pay to charge?

Users can access the chargers via a mobile app, roaming partners, and in some cases contactless payment. Each charger includes a QR code linking to instructions.

How much does it cost to charge?

Charging is more expensive than at home but cheaper than rapid or motorway charging. A pricing cap is built into the contract to limit cost per kWh.

Will this encourage overnight parking?

The chargers are available at all times, including overnight, which is typical for this type of infrastructure. It's possible that local residents who can't charge at home might leave cars in the car park overnight. Use is expected to be primarily by local residents and visitors to village facilities.

Who maintains the equipment?

All installation, inspection and maintenance is handled by the delivery partner (Connected Kerb).