

It should first be noted that the Birmingham Transport Plan aims to decrease all types of single occupancy car ownership and usage and instead make public transport, walking and cycling the preferred way to travel for most Birmingham residents.

Electric vehicles will play a key role in the city's transport system over the next decade. Electric cars will replace vehicles powered by fossil fuels, drastically reducing local emissions. However, electric cars are not a cure-all and the climate emergency will not be addressed by replacing all existing private cars with new, electric models. Aside from not addressing congestion impacts, electric vehicles are not always powered by fossil fuel-free electricity, and they require energy and rare earth metals in their construction, which means that, inherently, they are not always a low carbon option.

Where car ownership and use is required, the council is prioritising a transition to electric/zero emission vehicles.

_____ To enable this transition the Council from 2014 – 2022, has provided a free-to-use public accessible EV charge point network consisting of 36 charge points. The Council has since procured an EV Charge Point Network provider to develop a fast & rapid charge point network across the city, with the first 394 charge points being deployed. There will also be a focus on the use of more innovative charge point solutions in areas of low grid capacity that are coupled with the challenges of no off-street parking. The EV charge Point network has moved to a commercial model in line with other Cities, with a 24/7 service. The incentive of no parking fee for EV charging on the Highway will continue to remain.

In the city centre, the council encourages the use of low and zero emission vehicles by placing

Clifton Road Car Park, Sparkhill.	2x 50kW Rapid Charger 1x 22kW Fast Charger	B12 8SL	Sparkhill	Complete & Operational
Snow Hill Station Car Park	3x 22kW Fast Chargers	B3 2BJ	Ladywood	Complete & Operational

Ward End Park	1x 50kW Rapid charger, 1x 22kW fast charger	B8 2XA	Ward End	Complete & Operational
Oaklands Recreation Ground	1x 100kW Rapid charger, 2x 22kW fast chargerS	B25 8AS	South Yardley	Complete & Operational

Tennant Street	1 x 100kw rapid	B15 1EL	Ladywood	Complete & Operational
Esso, 261 Warwick Road	2 x 100kw rapid	B11 2QX	Sparkhill	Complete & Operational
Moseley Rugby Club	2 x 22kw fast	B13 0HN	Billesley	Complete & Operational

Total charge points in Birmingham is displayed on the left, and total charge points in the CAZ is displayed on the right.

Contactless payment is not available on ESB Energy Birmingham chargers at present. Contactless will be available on the rapid chargers in the coming months.

However, in line with the existing case for on-street charge points on the Highway, there are no parking fees. This applies to parking bays within the city centre that are normally fee paying. If converted to EV bays, these parking bays will be free to use for EV charge point use.

The council has partnered with [ESB Energy](#) to be our EV Charge Point Network Delivery Partner, contracted until 2032. The initial phase of this partnership is underway to deliver

Find out more about the [EVHS](#)

The Council have previously looked into the use of lamp posts for EV charging in terms of feasibility as a technology,

Whilst there are currently no charge points exclusive to Private Hire or Hackney Carriages, the Council have procured an EV Charge Point Network Development Partner to roll out a programme of EV Charge Points up to 2032. The initial network development of 197 chargers (394 charge points) 100 rapid and 97 fast will be deployed by Autumn 2022. This is part-funded through OLEV funding and will prioritise taxis/Hackney Cab use of the rapid charge points by enabling pre-booking of charging slots but will also be publicly accessible.

The 197 OLEV funded charge points will in time become taxi only- this will be as a result of the level of EV Taxi & Hackney Carriage take-up and % of taxi use per charge point.

Further information about support for taxi/Hackney Carriage drivers from the Clean Air Zone team, including information on converting to an electric vehicle, is available on the

For unallocated residential parking provided on-street, an assessment must be made in liaison with the network provider, to take account of existing chargepoint availability and whether this is appropriate provision for the likely demand generated by the development. Where further provision is required, a planning obligation will require the developer to work with the network provider to make satisfactory arrangements for this. The preferential provision for highway charging is rapid charging hubs. Where necessary, contributions will be sought from the developer towards implementation

Non-residential developments with more than 10 parking spaces are subject to both active and passive provision requirements.

New buildings other than dwellings, or major renovations for buildings, which have a minimum of 11 parking spaces, must provide a minimum of one EV chargepoint. In addition, a minimum of one in every 5 spaces should have either an EV chargepoint or enabling infrastructure for future EV chargepoint installation.

A general principle applies that a minimum of one chargepoint, or 5% of the chargepoints, whichever is greater, should be accessible to drivers with disabilities.

Where on-site provision of ULEV requirements is not achieved, a commuted sum payment towards public charging provision will be considered. Detailed information about the technical requirements for charge points in new developments are available in the [Parking SPD](#)