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| 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 |

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| 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 |

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|------------------------|-----------------|---------|-----------|------------------------|
| 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.

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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](#)