FAQs on street residential electric vehicle charging points

Which streets will receive chargepoints?

The first streets chosen to be part of the trial will be in the East/West Fields areas of Newbury. Specific locations have been surveyed to identify whether the lamp columns are suitable for conversion to an Electric Vehicle charging point. This is a trial project to help identify how best to support residents without parking to switch to an Electric Vehicle. Once the locations are confirmed, this page will be updated to display the list of sites.

How do I charge?

The charge point draws electricity from the supply to the lamp column. To charge an electric or plug-in hybrid vehicle, a charging cable is required.

Each charge point is fitted with simple instructions for use, and are compatible with either a standard charging cable, or with a 'SmartCable'. For Pay As You Go access, simply turn up and scan the QR code using a mobile phone, then plug in your standard charging cable. For SmartCable access, providing preferential rates, simply plug in and the charging begins.

How much does it cost to charge?

To charge using Pay as You Go access, it costs £0.24 per kWh. To charge using a SmartCable, the rate on your Mobile electricity contract applies.

How long does it take to charge?

The chargepoints are rated at 5.8kW and are designed for residential charging. The exact charging time will depend upon how big the vehicle battery is, and the charge level that currently remains in your vehicle battery. To get an idea of the charging time, divide the battery size or available capacity by the charge point rating: E.g. an empty 30kW battery/3.7kW charging speed = approximately 8 hours.

Will the parking bays be reserved for electric/plug-in hybrid vehicles only?

Currently, we are not planning reserved parking bays as the areas where the chargepoints will be installed generally have parking pressures which could make creating designated bays unpopular. Once there is a higher concentration of electric or plug-in hybrid vehicles in these areas, reserved bays can be revisited but this is not likely for several years.

Why were these areas chosen?

Residential streets where the houses predominantly do not have off-street parking were chosen for this project. This is to make plug-in electric vehicles more accessible to people who do not have driveways.

What consultation was held?

We wrote to residents to inform them that the charge points would be installed in/near their streets. We are not introducing any parking restrictions, so did not need to do a statutory consultation.

It would not have been practical to consult every individual resident about each charge point locations. We encourage residents to give us their feedback following the installation of the charge points. We want to hear about any problems that have arisen due to the installation of these charging points.

How much is the scheme costing and how is it being funded?

£72,590 has come from a government grant (Office for Low Emission Vehicles) specifically for charge points in residential areas and £25,000 from West Berkshire Council. This will pay for up to 36 units.

Impact on existing parking pressures?

We are aware that parking is limited on many of the streets where we have/propose to install electric vehicle charge points. This project does not intend to address any pre existing problems but we are not intending to make any problems worse either.

The charge points are being installed for the benefit of residents, and if used by residents will not create any additional demand for parking spaces - some of the cars parked on the street may be electric rather than petrol or diesel, but the number of residents' cars will be the same. The chargers are not particularly fast and are best suited to being used overnight, so it would not be worthwhile for a non resident to make a special trip.