Parking SPD, Additional Guidance on Electric Vehicle Charging Points
Updated October 2018

The Number of Charge Points

- The minimum number of Electric Vehicle Charge Points (EVCP) is given in the table below. Mode 4 Multi Standard charge points may be installed as an alternative to 32amp Charge Points.

<table>
<thead>
<tr>
<th>Parking spaces</th>
<th>32amp Charge Points</th>
<th>Cable enabled bays</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 to 30</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>31 to 60</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>61 to 150</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>&gt;120</td>
<td>1:25</td>
<td>1:25</td>
</tr>
</tbody>
</table>

- Residential sites require 1 charging point per unit (dwelling with dedicated parking) or 1 charging point per 10 spaces (unallocated parking)
- Filling stations require provide Mode 4 Multi Standard charge points

Layout

- EV Bays should be a minimum of 2.8m wide.
- EVCPs must be protected from collision and should be positioned to avoid becoming an obstruction or trip hazard
- Electric Vehicle Charge Points and cable enabled points must be shown on the layout plan
- Minimum of one charge point, or 5% of EVCPs, whichever is greater should be accessible to disabled drivers
- EVCP bays should be signed and marked for Electric Vehicle Charging Only
- Mode 4 EVCPs should be limited to 1 hour stay

The Specification

- EVCP to be 32Amp with Type 2 Mennekes connections, Mode 3 (on a dedicated circuit)
- For the cable enabled bays, written confirmation must be provided that the electrical capacity, and suitable cabling, has been installed to allow the cost effective installation of the additional EV charging points
- For the Mode 4 Multi Standard charge points high voltage high DC current to the CHAdeMO and Combined Charging System (CCS) standards should be considered at short stay parking.
- Dedicated residential parking bays may alternatively be provided with an IP65 rated domestic socket 13amp socket, directly wired to the consumer unit with
32 amp cable to an appropriate RCD. This socket should be located where it can later be changed to a 32amp EVCP and can be accessed from the dedicated parking bay.

- Equipment installation should be in accordance with the ‘IET Code of Practice for Electric Vehicle Charging Equipment’ ISBN:184919839X.

**Large Car Parks**

- The EVCP’s should be considered at an early stage of planning for large car parks because the electrical supply may be significant.
- A load balancing system could be investigated.

**Sundry**

- Publicly available EVCP should be uploaded to [www.zap-map.com](http://www.zap-map.com)

**Informative**

**Charging for Electricity**

- Developers may charge a reasonable cost for the electricity if they wish to. But to achieve this, a charging mechanism has to be set up using a sim card, a NFC card and subscription to a backoffice system. The Council’s own public EVCP’s do not currently charge for electricity, but the backoffice charge a £1 connection fee.