

EVCP location considerations

Initially

- Network gaps
- Demand projection
- Whether the private market will install there

General

- Community suggestion
- Local knowledge
- Links to transport modes

Flexibility/timeframes

- Land ownership confirmation by title deed
- Private partnerships – can't commit without business model decided
- Planning permission
 - Development not permitted within 2m of a road
 - Development is not permitted by this class in the case of land within—
 - a site of archaeological interest;
 - a national scenic area;
 - a historic garden or designed landscape;
 - a historic battlefield;
 - a conservation area;
 - a National Park; or
 - a World Heritage Site.

Spatial

- Accessibility- over 4x area of parking space required optimally, smooth ground surface (helpful anyway for bay marking), proximity to amenities, minimal slope. How many accessible bays would you want per set number of chargers or location?
- Van access and manoeuvrable space -keep this separate? How many large vehicle bays would you want per set number of chargers or location?
- Can an accessible bay (7.2m long) be used as a large vehicle bay (also has swing room to sides then)
- Expansion potential
- Sites in development stages

Risks

- Flood risk
- Communications reliability
- Touch potential (2.5m between 2 different electrical circuits or circuit and metal furniture)
- Access restrictions
- Personal security
- Traffic flow

Finance

- Tariff loss in car parks

- Dwell time appropriate to location, adding value to community
- Electrical capacity through DNO studies – feasibility and cost of trenching length