

Electric Vehicles

Frequently Asked Questions

How does the council support the use of electric vehicles?

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. A useful guide by the Energy Savings Trust, to support take-up of EVs can be found at [Energy Saving Trust](#). 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 a charge on the most heavily polluting vehicles travelling in the Clean Air Zone (CAZ). Through the CAZ program, various financial incentives are available in the form of grants for specific target groups such as taxi drivers to transition to electric vehicles to grants towards scrapping an existing non-compliant vehicle to an electric vehicle. More information on this is available at [BrumBreathes](#).

Where can I charge an EV in Birmingham?

We recommend using [Zap-map](#) for up to date mapping of all car chargers in the city. Our network of publicly accessible electric vehicle chargers is going to increase very significantly over the next few years. At present there are ESB Energy fast and rapid charge points at the following locations in Birmingham:

Site Name	No. of Chargers & Charger Type	Postcode	Ward	Status
Navigation Street Car Park , City centre.	4x 50 kW Rapid Chargers & 2 x 22kW Fast Chargers	B5 4AD	Ladywood	Complete & Operational
Dudley Street Car Park, City centre.	2 x 50kW Rapid Chargers & 2 x 22kW Fast Chargers	B5 4PJ	Ladywood	Complete & Operational
Aston Street, City centre.	1 x 22kW Fast Charger	B4 7ET	Nechells	Complete & Operational
Harborne High Street	1 x 22kW Fast Charger	B17 9QE	Harborne	Complete & Operational
Temple Row , City centre.	1 x 22kW Fast Charger	B2 4EG	Ladywood	Complete & Operational
Moseley Village Car Park.	1 x 22kW Fast Charger	B13 8HJ	Moseley	Complete & Operational
Bristol Road South , Northfield.	South 1 x 22kW Fast Charger	B31 2NN	Northfield	Complete & Operational
Margaret Street, City centre	1 x 22kW Fast Charger	B3 3BX	ladywood	Complete & Operational
Manor Road, Sutton Coldfield	1 x 50kw Rapid Charger & 1 x 22kW Rapid Charger	B73 6EJ	Sutton Trinity	Complete & Operational
Jewellery Quarter Car Park .	6 x 22kW Fast Chargers	B18 6LP	Jewellery Quarter	Complete & Operational
Millennium Point Car Park, City Centre.	6 x 22kW Fast Chargers	B4 7BH	Nechells	Complete & Operational
Kings Heath High Street.	2 x 50kW Rapid Chargers & 1 x 22kW Fast Charger	B14 7LB	King's Heath	Complete & Operational
Duke St Car Park, Sutton Coldfield.	3x 50kW Rapid Chargers 1x 22kW Fast Charger	B72 1QH	Sutton Trinity	Complete & Operational
York St Car Park, Harborne.	2x 50kW Rapid Charger 1x 22kW Fast Charger	B17 0HG	Harborne	Complete & Operational

Site Name	No. of Chargers & Charger Type	Postcode	Ward	Status
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
Handsworth Hockley Flyover	2x 50kW Rapid chargers, 1x 22kW fast charger	B19 1DT	Handsworth	Complete & Operational
Handsworth Waverhill Road Car Park	2x 50kW Rapid chargers	B21 0UE	Handsworth	Complete & Operational
Saltley Alum Rock Road Car Park	1x 50kW Rapid charger, 1x 22kW fast charger	B8 1JA	Alum Rock	Complete & Operational
Sparkhill, St Paul's Road Car Park	2x 50kW Rapid chargers, 1x 22kW fast charger	B12 8LS	Sparkhill	Complete & Operational
Sutton Coldfield South Parade Car Park	3x 50kW Rapid chargers, 1x 22kW fast charger	B72 1QY	Sutton Trinity	Complete & Operational
Church Road No.2 Car Park, Erdington	1x 50kW Rapid charger, 3x 22kW fast chargers	B24 9AX	Erdington	Complete & Operational
Machin Road Car Park	3x 22kW fast chargers	B23 6DR	Erdington	Complete & Operational
City Service Station	2x 50kW Rapid chargers	B11 1AJ	Sparkhill	Complete & Operational
Leaway Service Station	1x 50kW Rapid charger	B33 8NN	Garretts Green	Complete & Operational
Esso Holloway - Fast	2x 22kW fast chargers	B1 1NG	Ladywood	Complete & Operational
Shenley Green Shopping Centre	1x 50kW Rapid charger	B29 4EE	Selly Oak	Complete & Operational
Cotteridge Park	2x 22kW fast chargers	B30 2HF	Bournville	Complete & Operational

Site Name	No. of Chargers & Charger Type	Postcode	Ward	Status
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
Spark Hill Park Olive School Car Park	1x 50kW Rapid charger, 1x 22kW fast charger	B11 4LX	Sparkhill	Complete & Operational
Sutton Park (Boldmere Gate)	4x 50kW Rapid chargers, 3x 22kW fast chargers	B73 6IH	Sutton Coldfield	Complete & operational
Cannon Hill Park (Russell Road)	2x 50kW Rapid chargers, 2x 22kW fast chargers	B13 8RD	Moseley	Complete & Operational
Woodcock street	1 x 50kw Rapid	B7 4BL	Nechells	Complete & Operational
Selly Oak Train Station	3 x 100kw Rapid	B29 6DP	Bournbrook & Selly Park	Complete & Operational
Moland Street	1 x 50kw rapid	B4 7AS	Newtown	Complete & Operational
Staniforth Street	1 x 50kw rapid	B4 7AZ	Newtown	Complete & Operational
Esso Holloway – Rapid	2x 100kw rapid chargers	B1 1NG	Ladywood	Complete & Operational
Legge Street	1x 50kw rapid charger	B4 7AU	Newtown	Complete & Operational
Daisy Farm Rec Ground	1x 50kW Rapid charger, 2x 22kW fast chargers	B14 5JS	Highter's Heath	Complete & operational
Perry Common Park	1x 100kW Rapid charger, 1x 22kW fast charger	B23 7AB	Perry Common	Complete & operational
Kings Norton Park	2x 22kw fast chargers	B38 8TG	Kings Norton North	Complete & Operational
Hob Moor Road Car Park	1 x 50kw rapid and 1 x 22kw fast	B25 8UX	Yardley	Complete & Operational
Newtown Shopping Centre	5 x 50kw rapid	B19 2SA	Newtown	Complete & Operational
Weaman Street	1 x 50kw rapid	B4 6AT	Ladywood	Complete & Operational
Northfield Lockwood Road Car Park	5 x 50kw rapid	B31 2WD	Northfield	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

How many charge points are there in Birmingham? How many are installed by the Council's procured Charge Point Network Delivery Partner, ESB Ltd compared to all other charge point providers in Birmingham? And – how many charge points are there in the Clean Air Zone?

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

Birmingham				CAZ		
Power (kW)	ESB	Non-ESB	Total	ESB	Non-ESB	Total
< 22 kW	6	376	382	6	146	152
22 kW	120	90	210	44	56	100
50 kW	116	28	144	16	2	18
100 kW	18	4	22	4	0	4
120 kW	0	13	13	0	0	0
150 kW	0	41	41	0	0	0
250 kW	0	16	16	0	0	0
Total	260	568	828	70	204	274

Do I have to pay for charging my EV?

Electric Vehicle (EV) drivers, using ESB Energy charge points, will start paying for their electric they use from 29th March 2022. ESB Energy, Birmingham City Council' EV infrastructure provider, is installing more than 200 fast and rapid electric vehicle chargers (394 charge points) across the city, as a first phase roll out to 2032. This publicly accessible network will be in addition to other private sector charge point provision being rolled out at supermarkets, petrol forecourts and other places of destination.

Before this, the Council's public charge point infrastructure of 36 charge points in 18 locations was free to use under the Plugged-in Midlands project 2014-2019. This project aimed to kick-start the transition to electric vehicles. Following this development, the Council have since procured ESB Energy to enable the development of the [Birmingham EV charge point strategy](#) for roll out of charge points, aligned to EV market growth in Birmingham, as well as responding to market needs for accessibility and customer support, charge point reliability and high performance.

EV drivers in Birmingham have benefitted from more than 11,000 free charging sessions while ESB Energy initially rolled out their first 80 charge points (35 chargers) around the city.

Customers who had signed up to the ESB PAYG price plan to avail of the free charging offer will remain on this plan, but can sign up to a Membership or TAXI plan if they would prefer by clicking [here](#). New customers can sign up to PAYG, Membership and TAXI price plans below.

Is contactless payment available?

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

From Tuesday 29th March 2022, drivers will no longer be able to use non ESB Energy charger access cards. You will require a PAYG, Membership or Taxi account on the EV Plug In App or an ESB Energy charge point access card to access all chargers.

[Sign up to ESB energy here.](#)

How much will it cost to charge my EV?

	PAYG Mobile App)	Membership	PAYG Contactless	Taxi
Fast Charging (up to 22kW, £/kWh)	£0.63	£0.59	None	£0.59
Rapid Charging (50kW, £/kWh)	£0.73	£0.68	None	£0.68
Connection Fee	None	None	£0.50	None
Monthly Subscription	None	£4.99	None	Free

Do drivers need to do anything?

If you are already signed up to use ESB Energy's public charging network, you do not need to do anything – the new rates will be displayed on the EV Plug In app and you can continue to charge as normal.

If you have not signed up to an ESB Energy PAYG, Membership or Taxi plan, you are encouraged to do so by visiting [The ESB Energy website](#). If you are already signed up but wish to change your price plan, contact ESB via the details below.

[Follow ESB Energy on their Twitter channel](#) and sign up to the ESB Energy newsletter to stay up to date on the latest charger installations and other news.

How do I Contact ESB Energy?

If you have any questions about ESB Energy's prices, they are here to help 24/7 via phone or you can contact ESB Energy via phone and email.

E: EVsupport@esbenergy.co.uk

T: [+ 44 345 609 0372](tel:+443456090372)

Do I have to pay for parking while charging my EV?

Aligned with existing arrangements since 2014, the publically accessible ESB Energy charge points installed off-street within car parks, to enable vehicles to park up and be left to charge up, will incur parking fee charges. The parking regulations that cover car parks means that a fee for parking is payable.

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.

How will the council expand the provision of publicly available charging points in Birmingham?

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 394 new fast and rapid charge points across Birmingham by September 2022. This will be followed by a further 10 years of charge point installation, amounting to thousands of new charging facilities, in line with market growth in electric vehicles.

The first Phase will be a fast (22kw with full charge within 2 hours) and rapid (50kw with full charge within 30mins)) network deployed at strategic locations on key routes across Birmingham including the city centre and residential areas.

Fast and Rapid charge point sites are currently being assessed by ESB Energy for suitability in terms of electric grid capability and alignment with the key route networks and where market growth is evident or has the most potential. This will be complemented by private sector development already happening at Supermarkets, petrol stations, and other places of destination. For each charge point, there are a number of approvals to be sought in regard to permits such as Traffic /Parking Regulation orders and planning approvals in relation to deploying publicly accessible charge points on the Highway, public car parks and public land.

The charge points will be a 'public amenity' operated on as a 'charge & go' approach to maximise public accessibility. The roll-out of a charge point network is part of the Council's commitment to clean air and carbon reduction in Birmingham, supporting modal shift and the transition to zero emission, which includes the introduction of the Clean Air Zone (CAZ), road space re-allocation to prioritise rapid transit buses and the metro, as well as enabling the shift to walking and cycling.

More information on the council's EV Charge Point Strategy and our partnership with ESB Energy is available on the [ESB energy website](#).

Can I install an electric charge point at my house?

You must own the land and building on which a charging unit is installed, or you must have permission from the landowner.

[This booklet from Energy Saving Trust](#) provides useful, independent advice on charging your vehicle at home.

The UK government encourages the use of EVs by providing funding towards the cost of installing an electric charging point at a residential property, known as the Electric Vehicle Homecharge Scheme (EVHS).

[Find out more about the EVHS](#)

You do not require planning permission to install a wall mounted electrical outlet for recharging of electric vehicles as long as the area is lawfully used for off-street parking.

How can I charge an electric car if I don't have off-street parking?

Use of the kerbside outside your property is never guaranteed by the Council. Whilst you may have a right to park there, so does everybody else. Even where permit parking schemes are in operation, this does not guarantee use of a particular parking space. Therefore, the council does not enable installation of charging units on the highway for private usage.

With ESB Energy the Council is deploying a fast and rapid charging network to enable the widest public accessibility to charge point provision across Birmingham. This will allow those without home charging provision to charge their vehicle as quickly as possible from a nearby charging point, much as you would visit a petrol station to fill up a conventional vehicle.

If you would like to pursue at home charging installation and there is the potential to install a driveway outside your property, then you must apply to the council to see if a dropped kerb can be installed. It is not legal to drive across the pavement to access your property unless a dropped kerb has been installed by the council. Kerbs can only be dropped by applying through us - you **must not** carry out the work yourself. Further information about applying for a dropped kerb is available on the [Birmingham City Council website](#).

The Council will be taking advantage of funding opportunities such as the [On Street Residential Chargepoint Scheme \(ORCS\)](#) which will enable us to strategically address the 30% of Birmingham residential properties with no off-street parking. Recent OLEV changes to this scheme now allow the council to take a city-wide approach to innovative on-street charging options. The council aims to determine what area-relevant charge point technology would be feasible and enable deployment of this following resident requests and/or market intelligence.

To help us gather information on residential chargepoint provision, please complete our EV charging survey which will help us to build a picture of where innovative on-street charging options should be prioritised. [Click here to complete the survey](#).

Can I run a cable across the pavement to charge my car on the road?

The Authority does not licence or permit the use of trailing cables on the highway. There is potential for a cable on the highway to be a tripping hazard and any public liability for injury or damage would be the resident's responsibility or their insurers if their policy covers this.

What other options have been considered for residential EV charging with no off-street parking?

The Council with ESB Energy are already investigating charge point solutions for residential areas, where there is low grid capacity, coupled with the challenges of no off-street parking. This requires more innovative solutions that are 'fit for purpose' within those residential areas.

The Council have previously looked into the use of lamp posts for EV charging in terms of feasibility as a technology, applicability across the city, and how it would align with the wider EV Network. We appreciate there may well be successes elsewhere but have assessed that lamp post technology will be limited in Birmingham as a 'roll-out' solution. One of the main reasons being that they require kerb-side locations, which unfortunately does not align with the Council's policy on re-locating lamp posts at the back of the pavement in regard to pedestrian safety reasons.

However, we are working with other Local Authorities as part of an 'Innovate UK' funded trial regarding inset kerbstone charge points. The evaluation of these trials will not only evidence their feasibility, but how they are aligned under Transport Regulation Orders and Highways permitting, as well as the Council's Highways maintenance contract arrangements. As such, approved charge point technologies will form part of the wider EV charge point network, to address the challenge of no or limited off-street parking.

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To help us gather information on residential chargepoint provision, please complete our EV charging survey which will help us to build a picture of where innovative on-street charging options should be prioritised. [Click here to complete the survey.](#)

Can I request a new charge point to be installed at a particular location?

We are currently identifying sites and putting agreements in place for the first phase of our fast and rapid charge point network deployment. Following this, the council and ESB Energy will provide a facility for Birmingham residents to help us in identifying where local need/preference for additional chargers is. This will provide the additional evidence of demand alongside ESB Energy's market analysis, consumer surveys and community engagement (which will be ongoing), for the relevant low charge point power technology (whether inset kerb stone charge points, bollards etc...) to be installed.

If you have no off street charging and are looking to purchase an Electric Vehicle you can register your interest with the Council to help us compile data on locations in the city where publicly available charge points and innovative charging solutions would be most useful. You can do so by completing our EV charging survey. [Click here to complete the survey.](#)

Will the charge points be powered by renewable energy?

Yes, all EV chargers installed and operated by ESB Energy throughout their contract up to 2032 will be powered by 100% renewable energy at all times.

What charging provision is in place or planned for Electric Taxis/Hackney Carriages?

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 [BrumBreathes website](#).

Are grants available to help me purchase an Electric Vehicle?

You can get a discount on the price of brand new low-emission vehicles through a grant the government gives to vehicle dealerships and manufacturers. You do not need to do anything if you want to buy one of these vehicles - the dealer will include the value of the grant in the vehicle's price. The maximum grant available for cars is £2,500. Further information is available by clicking here: [Plug-in grant](#)

If you live within Birmingham Clean Air Zone, earn less than 30,000 a year, and have been a registered owner/keeper of a non-compliant vehicle since September 2018, then you can sign up for a Vehicle Scrappage and Travel Scheme. This would entitle you to £2,000 worth of Travel credits, or a £2,000 discount on the purchase of a compliant vehicle. Various terms and conditions apply for this scheme. You can visit the [Brumbreathes website](#) to find out more.

If you are a taxi or Hackney Carriage driver, 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 [BrumBreathes website](#).

What planning requirements are in place for providing for Electric Vehicles in new developments?

[The Birmingham Parking Supplementary Planning Document](#) sets out requirements for EV charging provision to be provided in all new developments (from page 29)

Every new residential building with an associated car parking space must have at least one EV chargepoint. This applies to buildings undergoing material change of use to create a new dwelling.

Every residential building undergoing major renovation with more than 10 parking spaces must also have one chargepoint and cable routes for an electric vehicle chargepoint for one in five spaces.

Where no parking spaces are provided there is no requirement to install an electric vehicle chargepoint.

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](#)