

# Improving EV Charging Infrastructure in Whitstable

Cllr Chris Cornell / Cllr Val Kenny

March 2022



# Context

In the Autumn of 2019, Canterbury City Council installed four on street electric vehicle charging points in Whitstable. Since 2019 the number of new vehicles purchased with electrical charging capacity has increased by over 700% and yet no new on street points have been installed.

In 2019, Labour Cllr Bernadette Fisher argued for more electrical vehicle charging points for Whitstable, not least because central government was offering generously match council contributions at a ratio of 3:1.

The council ignored her pleas by arguing that the technology behind EV charging was rapidly changing, however Labour believe that the exponential level of growth in demand means that the market is likely to be in flux for the next ten years and that to do nothing only problem of energy inequality.

At the moment electric vehicles seem are largely the right of people with dropped curbs and large driveways. In the centre of Whitstable many of our residents don't have this luxury.

In 2021 the council announced ambitious plans to increase the number of EV charges to over 700 district by 2025. Half way through this period it has installed 65 - an abject failure. Bays painted for EV charging in Whitstable Harbour and Middle Wall have never been wired up.

Labour believes that the council has failed to meet the ambition of local residents to 'go electric' and as such has developed this document to identify suitable sites for more infrastructure in our town. It also sets out medium/long term plans to improve electrical adoption.

# 42%

**OF PEOPLE DON'T THINK THERE ARE ENOUGH EV CHARGERS NEAR THEM**

**SOURCE: GUARDIAN 2021**



# Short Term Plan: Site Selection

The council is currently looking for potential sites for EV charging infrastructure as part of its Electric Vehicle & Infrastructure Consultation closing on the 13th March.

In selecting locations we have been careful to identify sites which have:

- good access to the electrical grid
- clear parking bays (to avoid expensive road crossings)
- at least twelve foot of clearance to allow for two vehicles to charge at once
- a footway wide enough for a charger and feeder pillar

We have prioritised locations where the nature of dense housing doesn't allow for off-street parking where residents would make use of a charger (largely the conservation area). We've also attempted to avoid parking bays used by business following complaints about the loss of delivery bays to traders in Harbour Street.

Some of our sites may be controversial but these are only suggestions and obviously in need of viability assessments. We will be submitting this paper as part of the councils . We don't believe we can do nothing and just hope our town gets greener.

Almost all of the sites are in residential neighbourhoods but a few locations have been chosen nearer Whitstable Train Station to encourage visitors to use parking locations not in the centre of town.

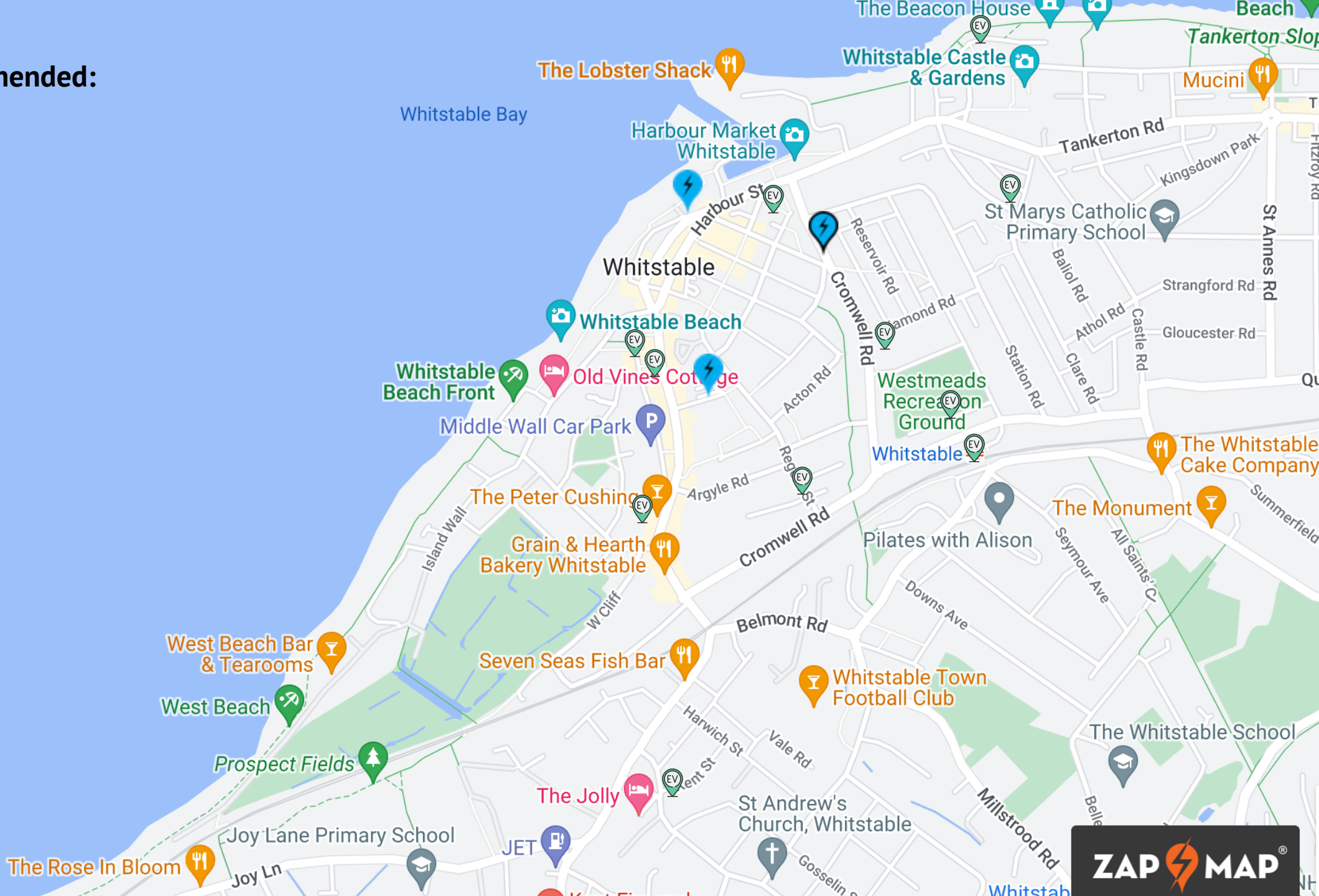
# 25.5

**MILLION ELECTRIC CARS ARE EXPECTED ON  
UK ROADS BY 2040**

**SOURCE:LOCAL GOVERNMENT  
ASSOCIATION**

## Sites Recommended:

Waterloo Road  
Cromwell Road  
Regent Street  
Wheatley Road  
St Peter's Road  
Nelson Road  
Railway Avenue  
Clare Road  
Forge Lane  
Tower Way  
Old Bridge Road



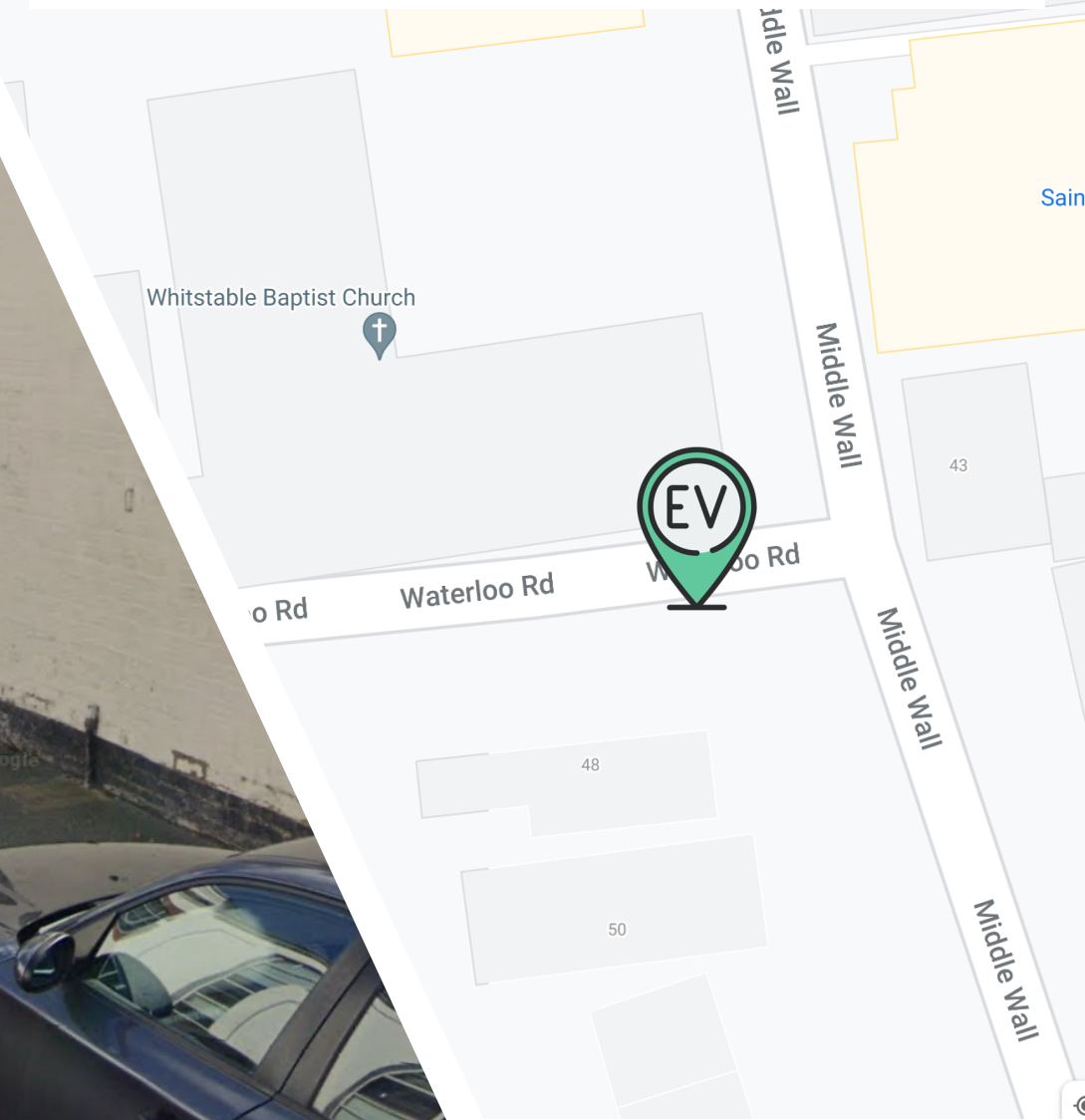


The Marine

Margo Selby  
Textile merchant

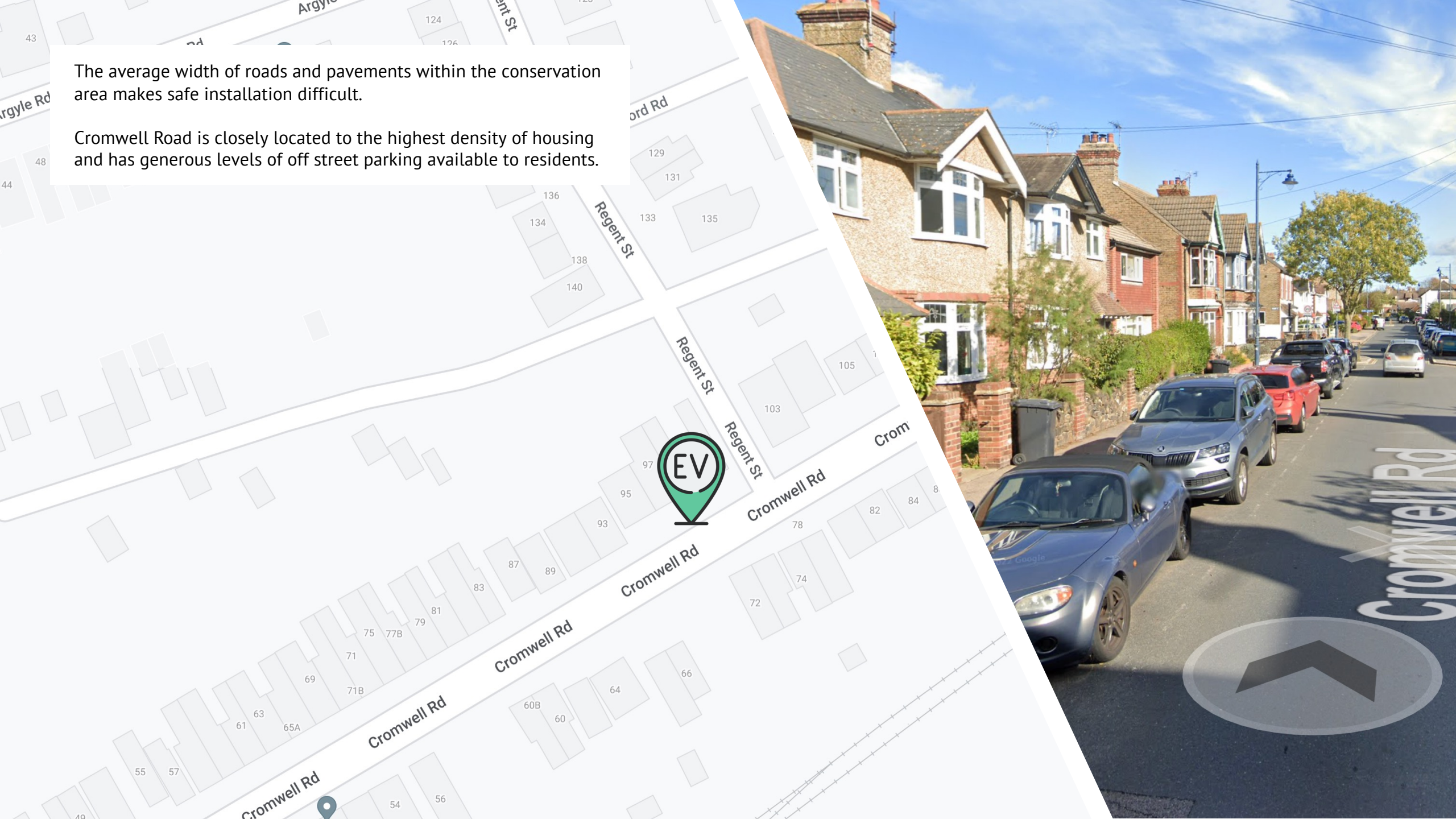
Well serves residents of Middle Wal, Waterloo Road and Island Wall

Electric charger not yet operational in Middle Wall car parking despite feeder head being installed in 2020



The average width of roads and pavements within the conservation area makes safe installation difficult.

Cromwell Road is closely located to the highest density of housing and has generous levels of off street parking available to residents.





RuLu's Deli  
Kitchen Wine

Public Shop  
Harbour News

The existing turning circle outside Regents Street car park is not fully utilized – a sectioning of the circle could make space for 2-3 charging spaces at an angle. Would serve Regent Street, Sydenham and Woodlawn Street by proximity to intersecting pathways.

Graham Greener



Regent Street Car Park

Children's playground

Regent St

Victoria St

Victoria St

Victoria St

St Peter's Rd

Regent St

Regent St

The average width of roads and pavements within the conservation area makes safe installation difficult. Wheatley Road is close to large flat blocks on Wheatley Road, Diamond Road and terraced housing on Woodlawn.  
Good off street parking available for Co-Op on private land.

FIGHTING LIONS MARTIAL Arts & Fitness Centre

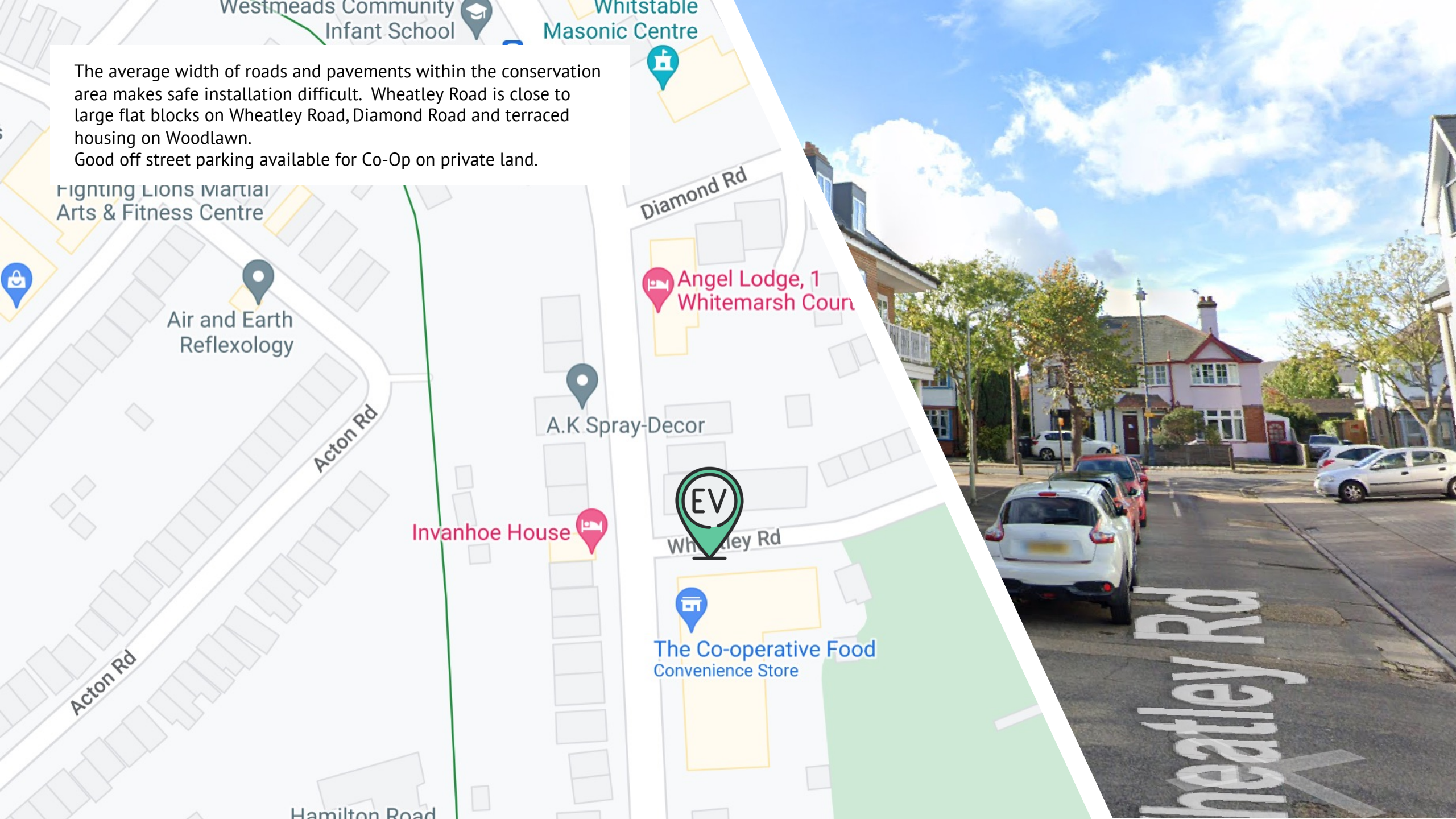
Air and Earth Reflexology

A.K Spray-Decor

Invanhoe House

Angel Lodge, 1 Whitemarsh Court

The Co-operative Food Convenience Store

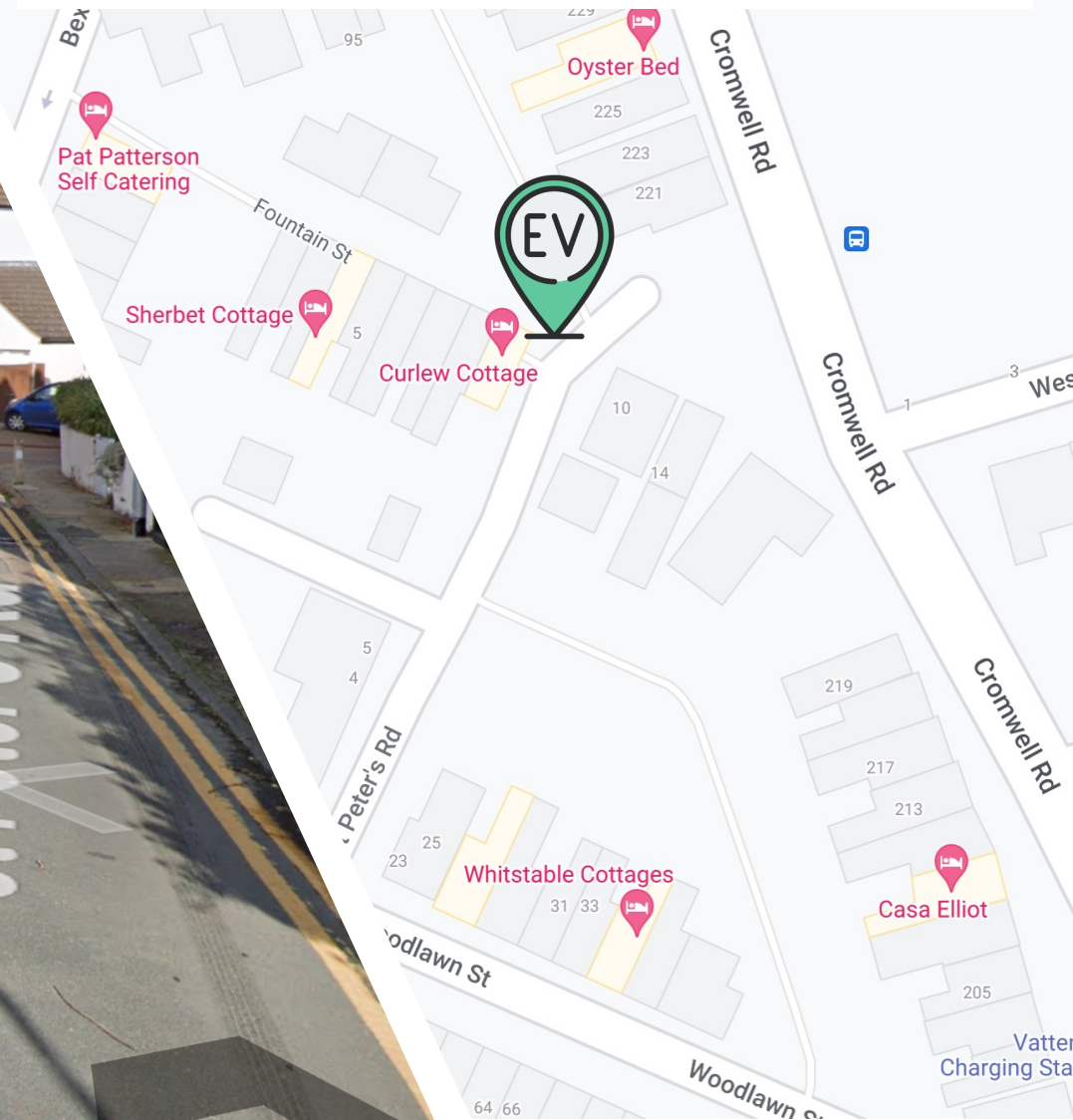






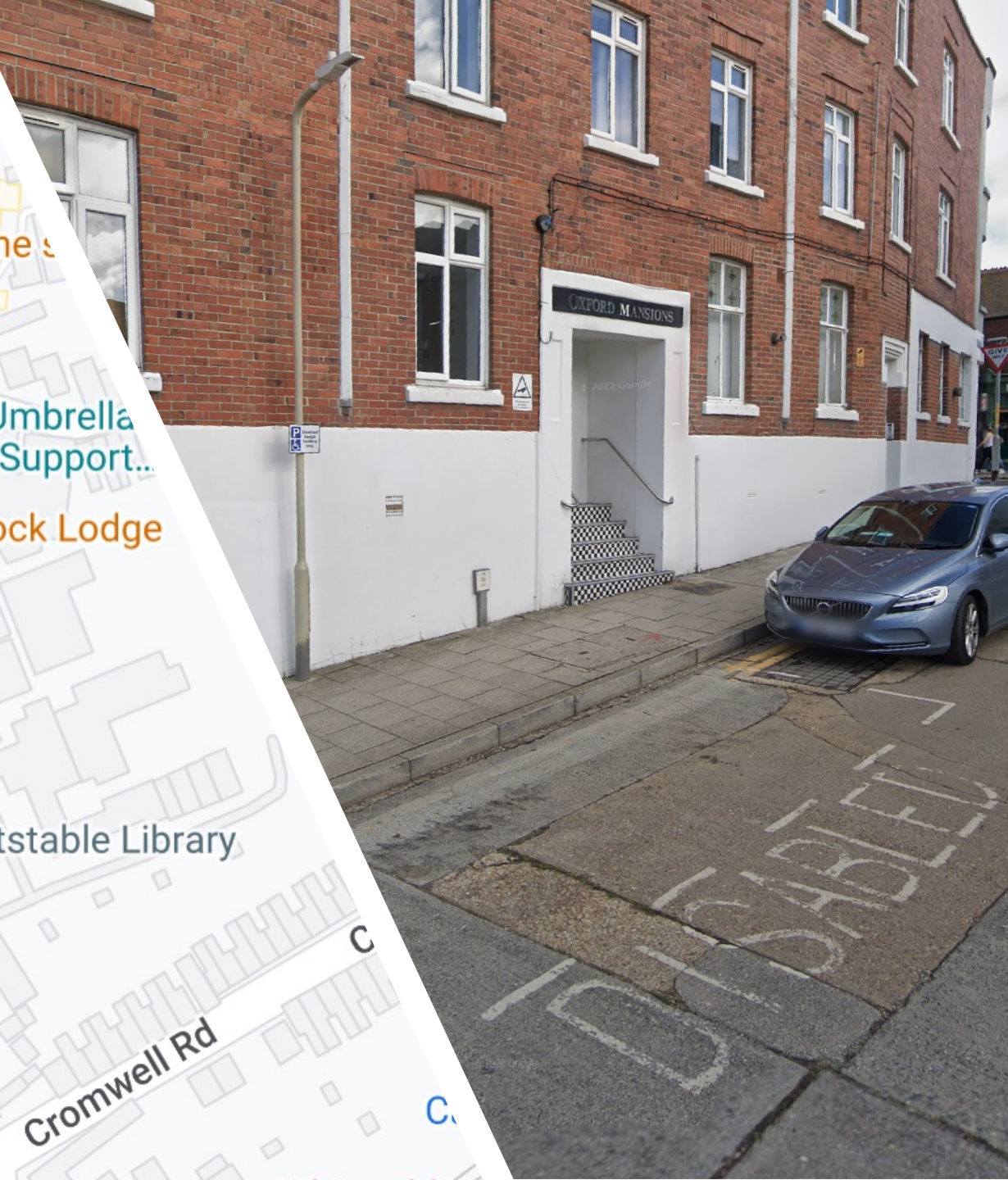
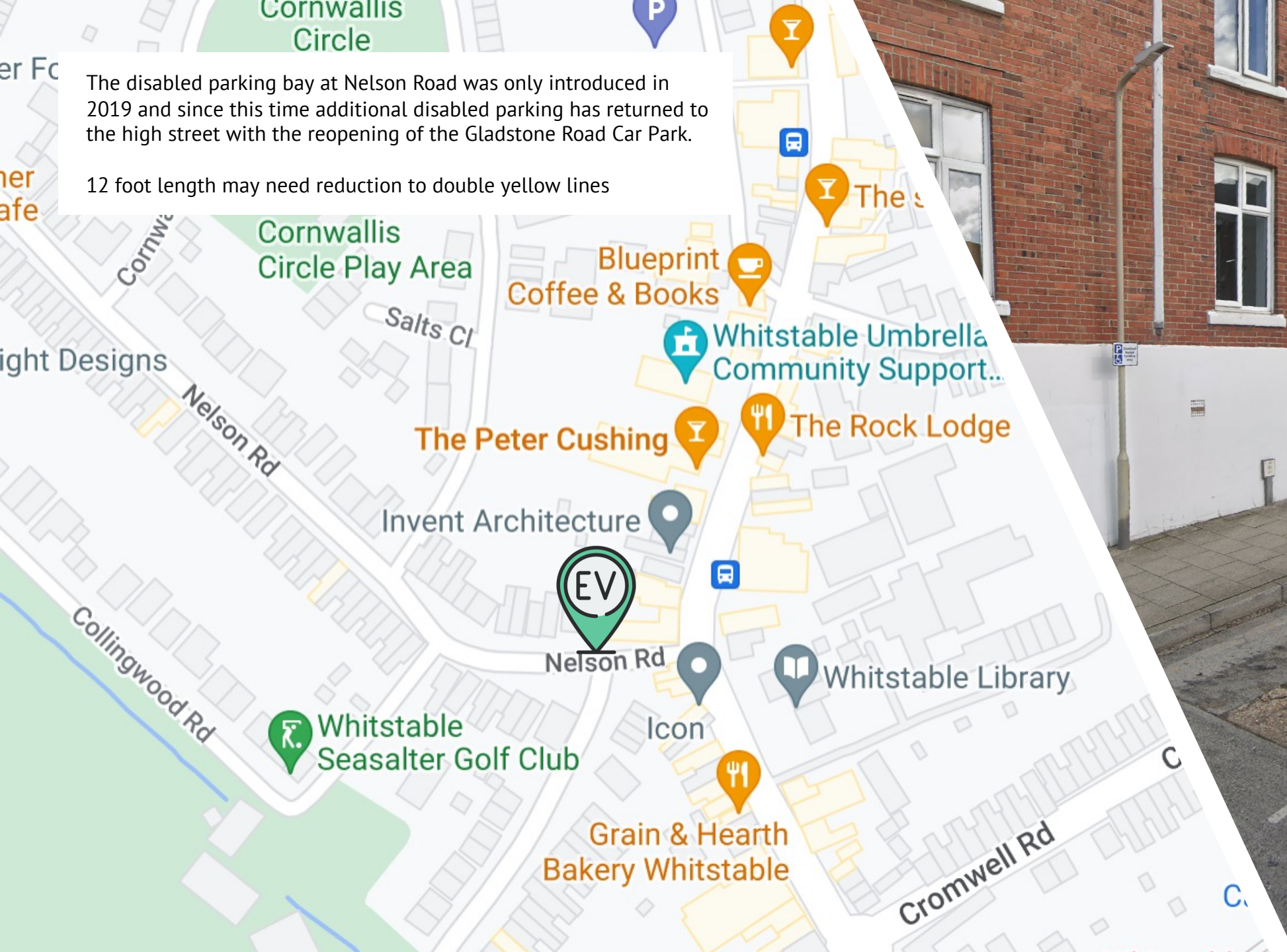
The end of St Peter's Road is not really a through road and yet could serve Fountain Street, St Peters Road and Woodlawn Street.

Pavement may be too narrow.



The disabled parking bay at Nelson Road was only introduced in 2019 and since this time additional disabled parking has returned to the high street with the reopening of the Gladstone Road Car Park.

12 foot length may need reduction to double yellow lines





Serves residents in Westmeads Road and Station Road.

Additional charging capacity here might encourage visitors to park outside of town.

24/7 InPost Locker - Whitstable Station

Railway Ave

Whitstable Station Car Park (North Side)

Whitstable Station

Oxford Street Books Book Shop

Whitstable Station | APCOA

Old Bridge Rd

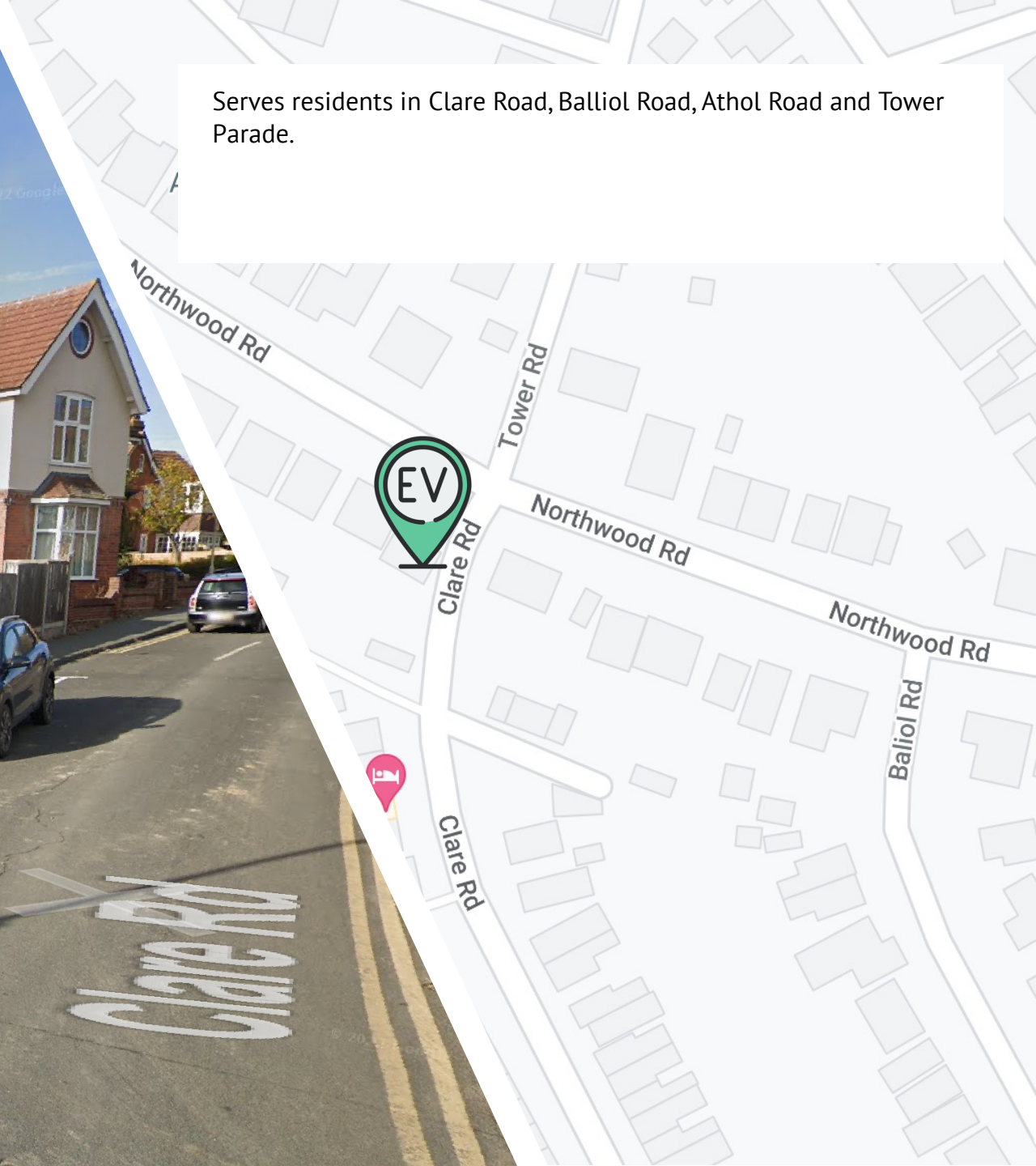
Seymour Ave

The C News

Golden Moon Chinese Takeaway

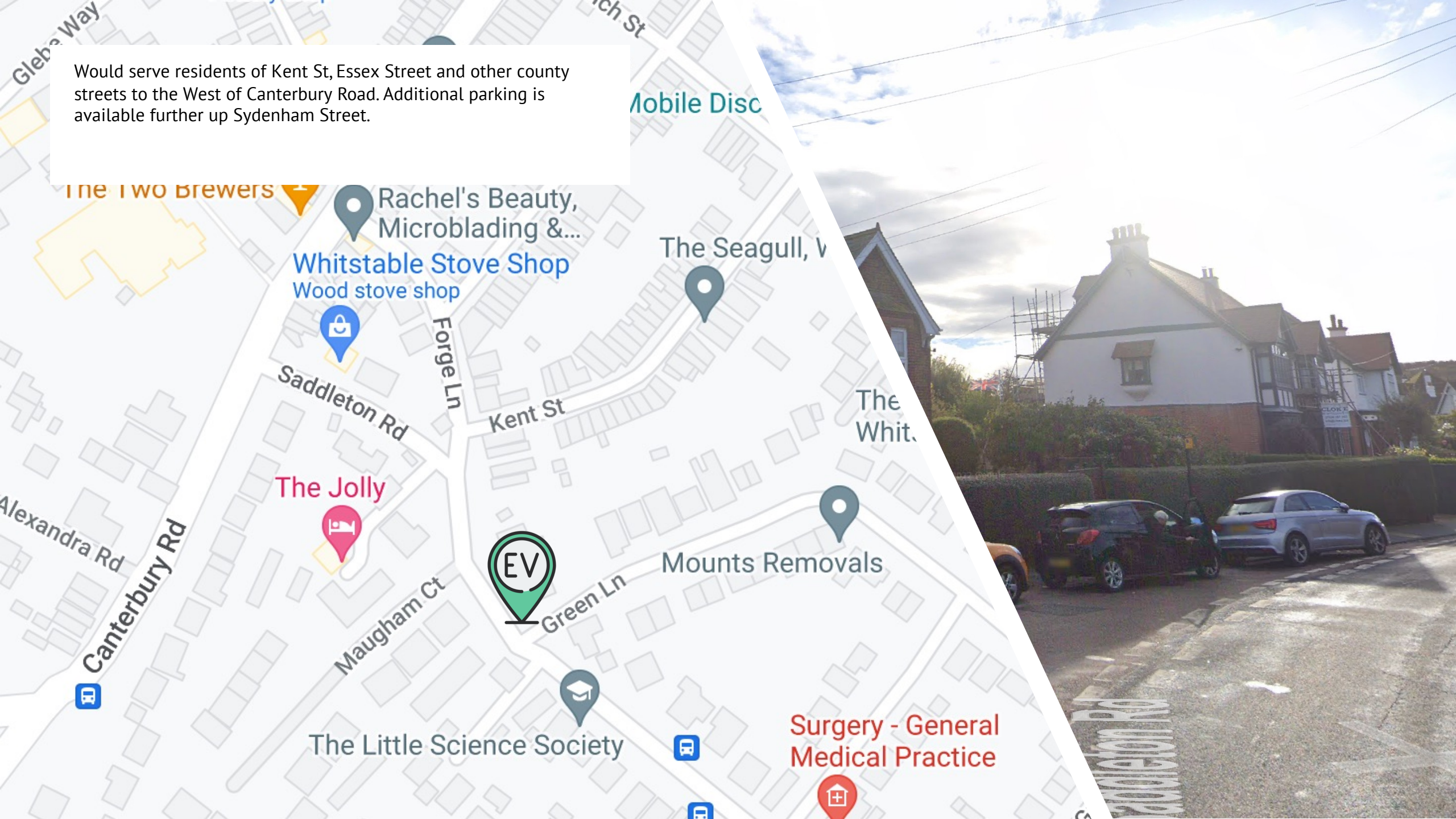


Serves residents in Clare Road, Balliol Road, Athol Road and Tower Parade.



Would serve residents of Kent St, Essex Street and other county streets to the West of Canterbury Road. Additional parking is available further up Sydenham Street.

### Mobile Disc



The Two Brewers

Rachel's Beauty,  
Microblading &...

Whitstable Stove Shop  
Wood stove shop

The Seagull, v

Saddleton Rd

Forge Ln

Kent St

The Whit.

The Jolly

EV

Mounts Removals

Alexandra Rd

Canterbury Rd

Maugham Ct

Green Ln

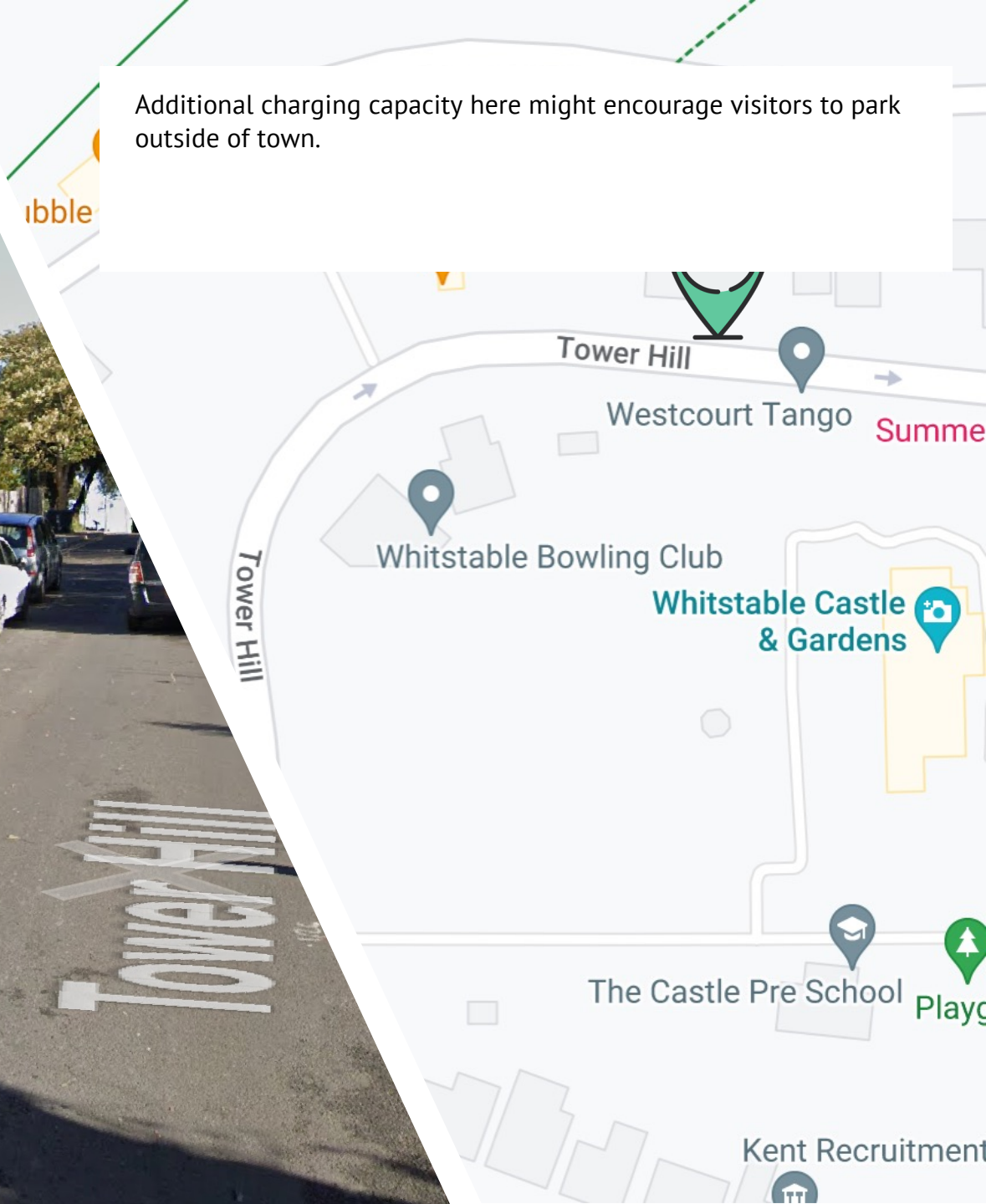
The Little Science Society

Surgery - General  
Medical Practice



ibble

Additional charging capacity here might encourage visitors to park outside of town.



Tower Hill

Tower Hill

Westcourt Tango

Summe

Whitstable Bowling Club

Whitstable Castle & Gardens

The Castle Pre School

Playg

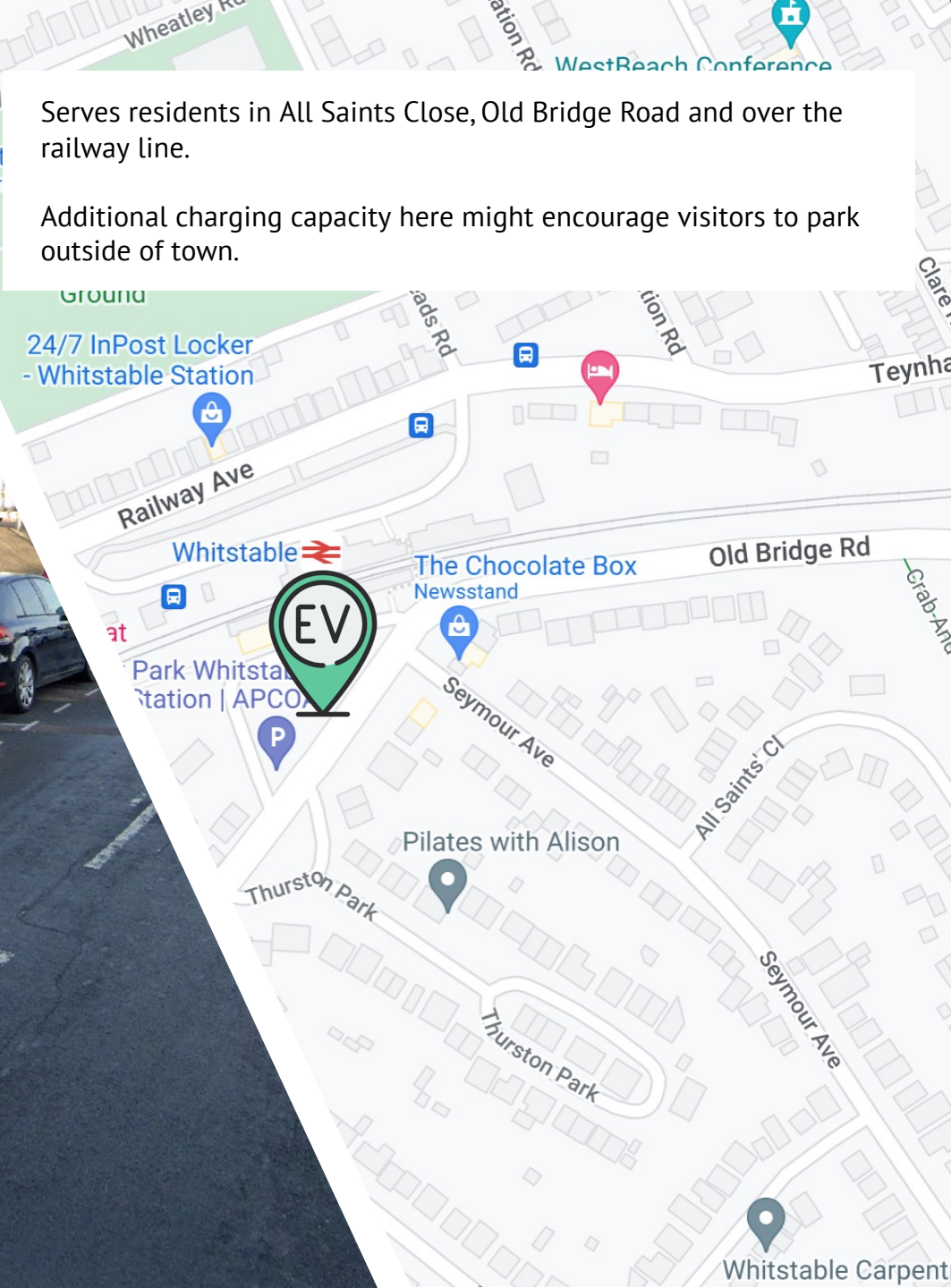
Kent Recruitment



Co-operat  
ience Stor

Serves residents in All Saints Close, Old Bridge Road and over the railway line.

Additional charging capacity here might encourage visitors to park outside of town.



24/7 InPost Locker  
- Whitstable Station





# Medium Term: Improving Uptake

In the medium term there is much that the council could do to improve uptake of EV charging. Whilst it has installed EV parking in its park and ride sites, it hasn't yet committed itself to doing similarly for the Park and Bus site it has planned for the Thanet Way.

Whilst the new local plan sets standards for future housebuilding which will require each new home with its own parking space to have an EV charger and 20% of all non residential car parks to be EV compliant it only requests 10% of parking spaces used by people in flats need to have EVC accessibility. This figure is half the level of compliance demanded in London. The council has also failed to put a ratio of EV charging points into its hierarchy of development which would provide a blue print for how many residents should expect to find in and around small and larger retail spaces.

The council's website currently recommends residents find spots using ZapMap but hasn't listed its own off street charging points in the Gorrell Tank Car Park (2) and Gladstone Road(2). We would recommend that the website be changed to include details of:

- planning consent needed for chargers (particularly in conservation areas)
- government incentives for homeowners and businesses to install EV charging points
- peer to peer EV charging schemes which would encourage the sharing of resources .

# 28.7

**THE NUMBER OF CHARGE POINTS WE HAVE  
PER 100,000 PEOPLE LIVING IN  
CANTERBURY**

**SOURCE: LOCAL GOVERNMENT  
ASSOCIATION**





# Long term: changing the delivery model

The current on street EV charging bays are unsustainable in the long term for Whitstable where residential density is high. To resolve this issue we need an approach which:

- Allow for EV charging outside of marked bays
- The provision of rapid chargers in off street car parks (preferably without charge i.e. at supermarkets)
- The installation of chargers in off street residential car parks.

Labour would thus recommend the council:

- investigate alternative charging points. The AA recommends that charging from a lamppost is almost half the cost of an on-the-road rapid charge point and this approach has been successfully introduced across more than 10 London Boroughs.
- pilot the installation of Gull-E's (conduits to allow trailing wires to be safely recessed into pavements) where safe. This could be charged like Dropped Curbs and run through Kent County Council. The project is currently piloting in Oxford
- reconsider its involvement in the Connected Kerb Initiative. Under this initiative 5 Kent Local Authorities have committed to paying 75% of the cost of installing new EV charging points with a private contractor (Community Kerb) paying the rest for sole rights. To date the Initiative has only worked with parish councils in the Canterbury district but the model provides a means of increasing roll out at scale. The council also don't have to worry about changes to technology as this is covered under the partnership agreement.
- link car parking tariffs to EV usage. At the moment electric vehicles receive a 20% discount on parking in ANPR car parks regardless of whether they are using the chargers or not - this policy will become more and more unsustainable unless it is linked to usage.
- identify a preferred contractor for EV Charging points under the Solar Together collective buying project.



# Long term: changing the delivery model

A Labour council would rapidly increase the number of EV charging bays in its car parks. Doubling the number in Gorrell Tank and adding 2/3 bays in Middle Wall. With additional bays we would pilot creating a variant of the residential parking permit for EV users, allowing people to park in dedicated charging bays after 4pm (when many of our car parks are empty) or for a certain amount of time per week.

Collecting information on our users and their habits would allow us to identify the best off street residential car parks to put in new infrastructure and be a prudent use of infrastructure which largely lays redundant in the evenings.

If you have any questions on EV Charging or thoughts about how we could make Whitstable a greener place to live please email Cllr Chris Cornell and Cllr Valerie Kenny at [info@whitstablelabour.co.uk](mailto:info@whitstablelabour.co.uk)



Whitstable  
 Labour