

ELECTRIC VEHICLES IN THE UK



ISLE OF WIGHT CASE STUDY...



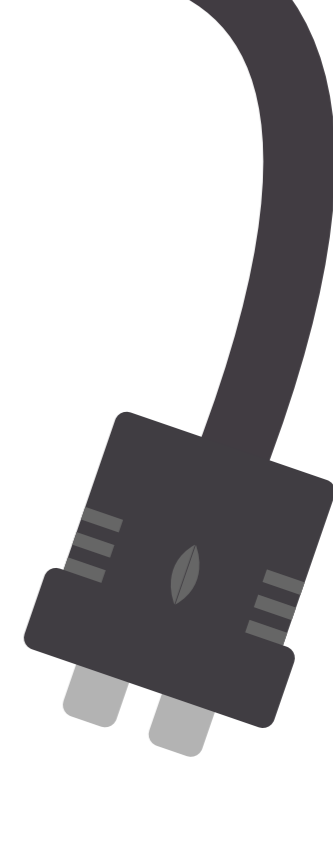
The potential demand for on-street and public EV Chargepoints analysed



17% of residential properties do not have access to **off-street parking**, to allow at home charging



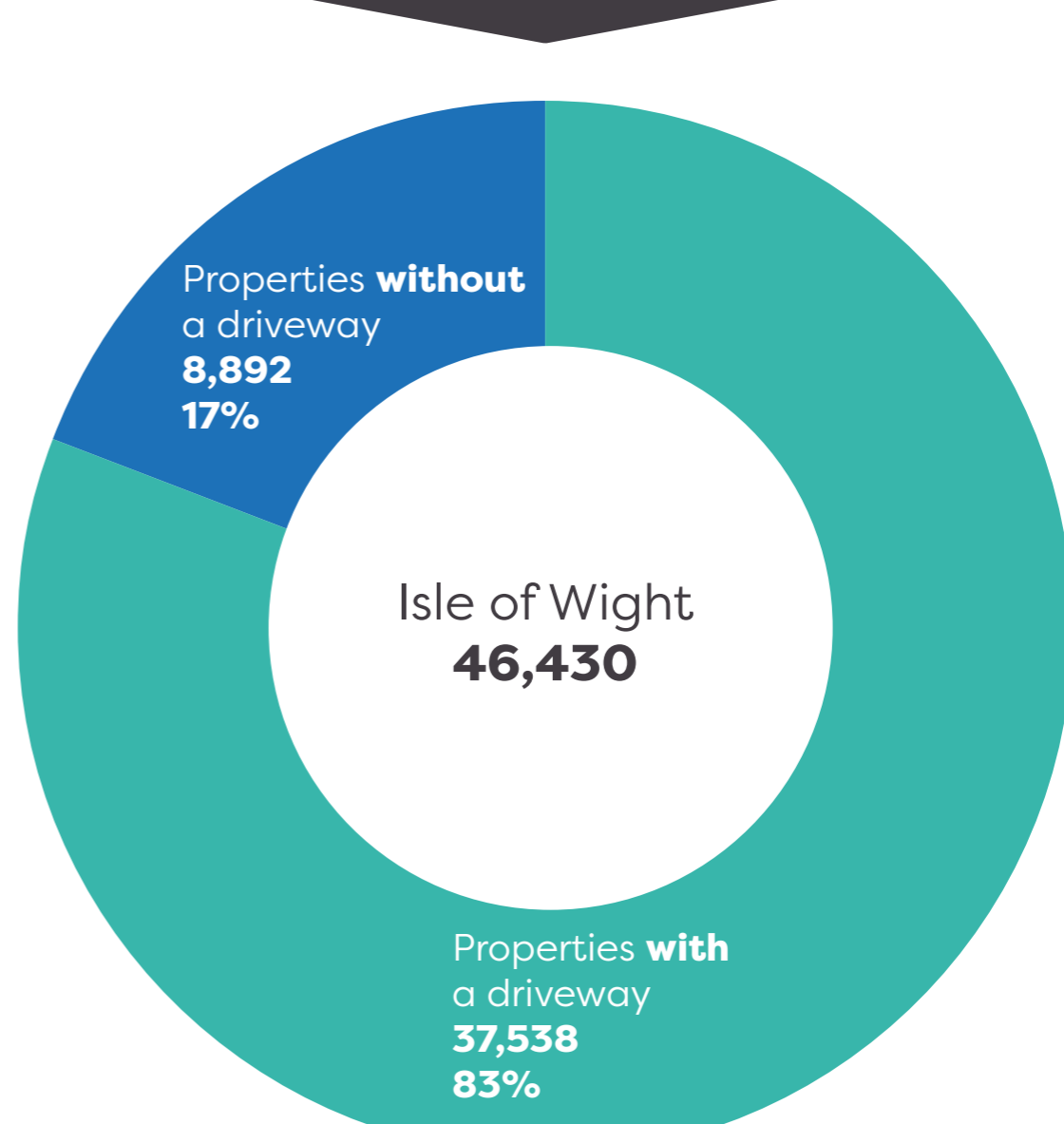
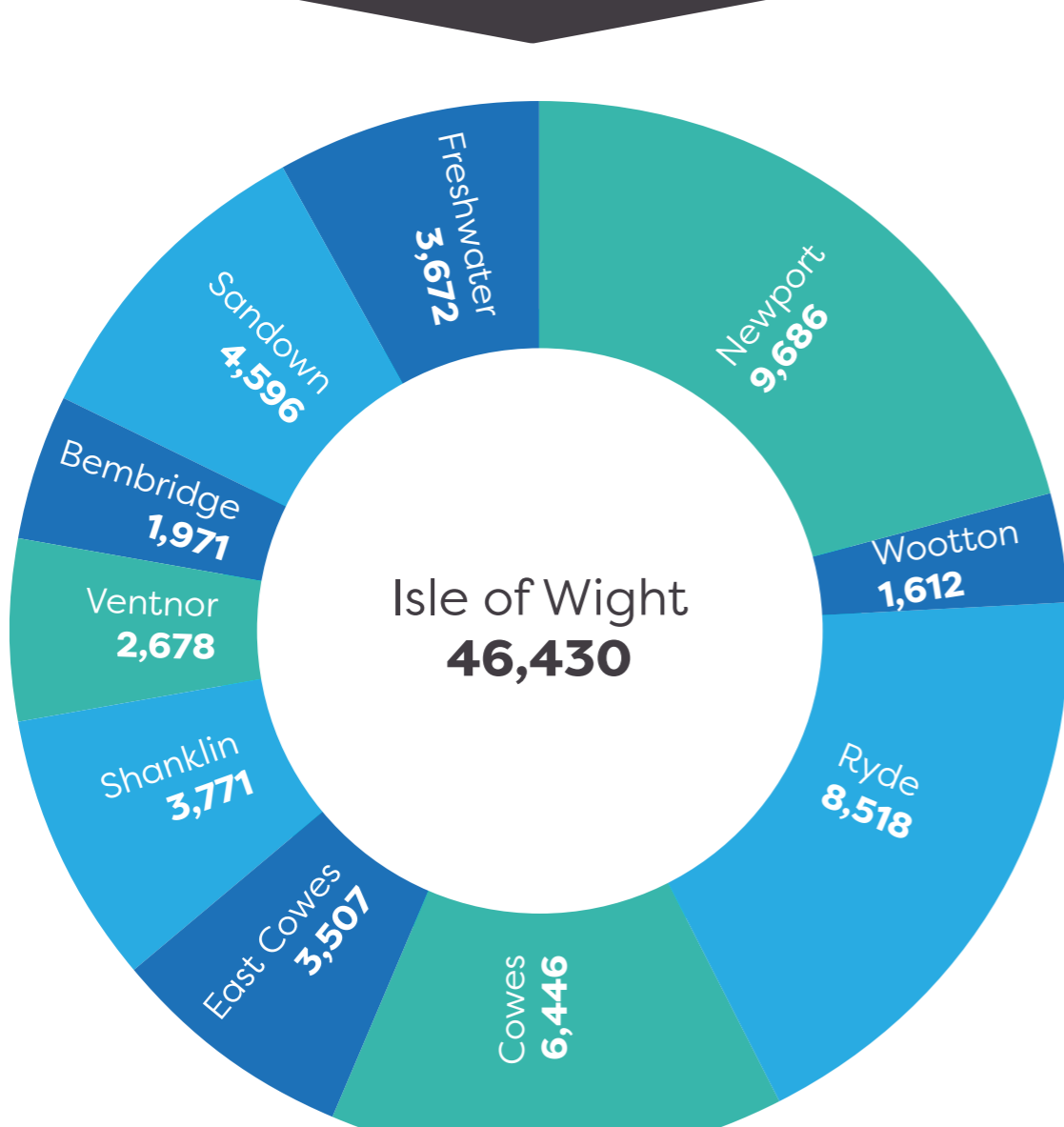
40% of these could be **served by hubs**, located in existing car parks



WHAT WE FOUND...

Total residential properties assessed across the 10 largest conurbations

The split of residential properties that have and do not have a driveway



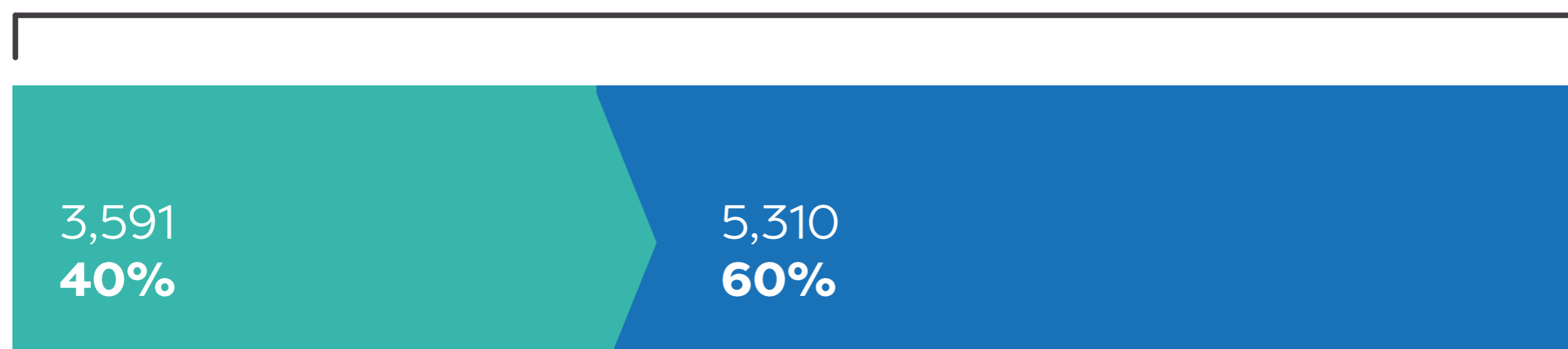
All residential properties on the Isle of Wight



Within walking distance

Not within walking distance

Properties without a driveway



Within walking distance

Not within walking distance

Identifying current and future demand areas enables better planning and prioritisation of Chargepoint roll out



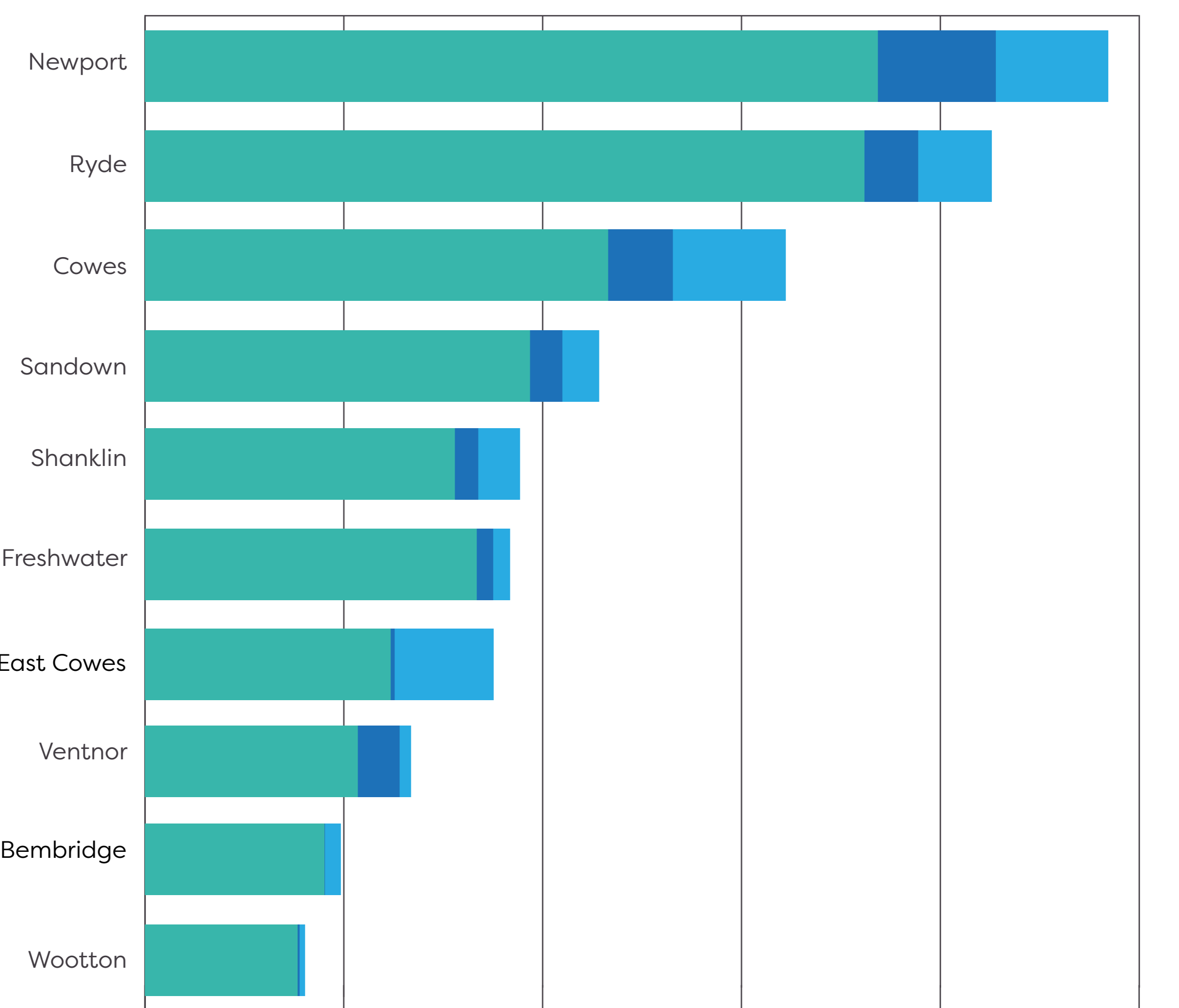
COMBINING THE STATS...

KEY:

Properties with a driveway

Without a driveway but within walking distance of a potential hub

Without a driveway and not within walking distance of a potential hub



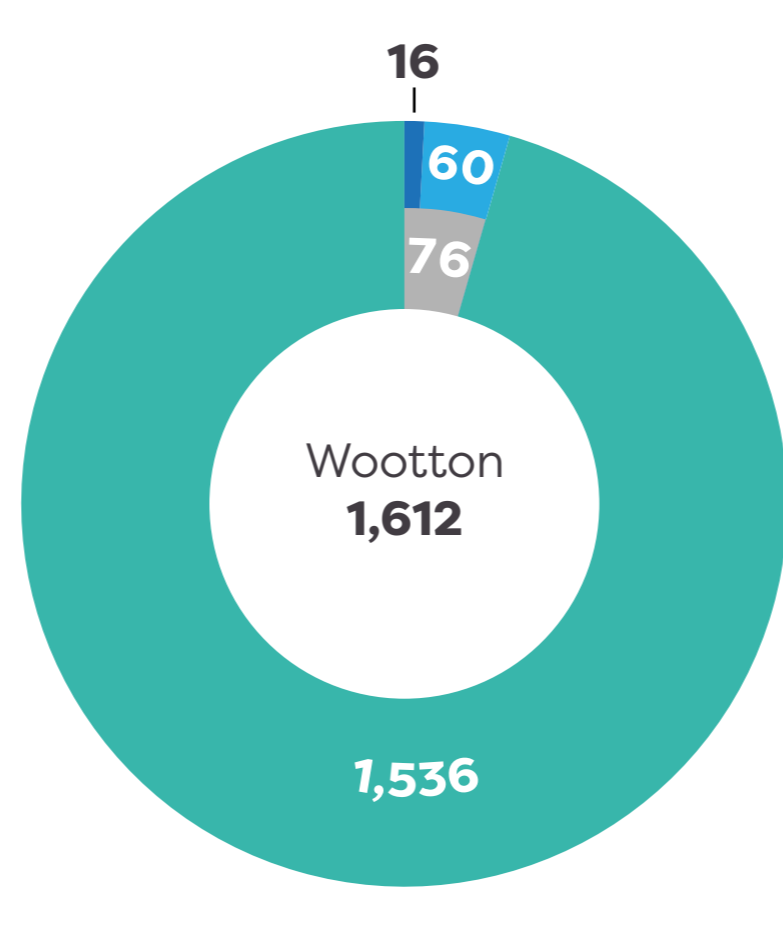
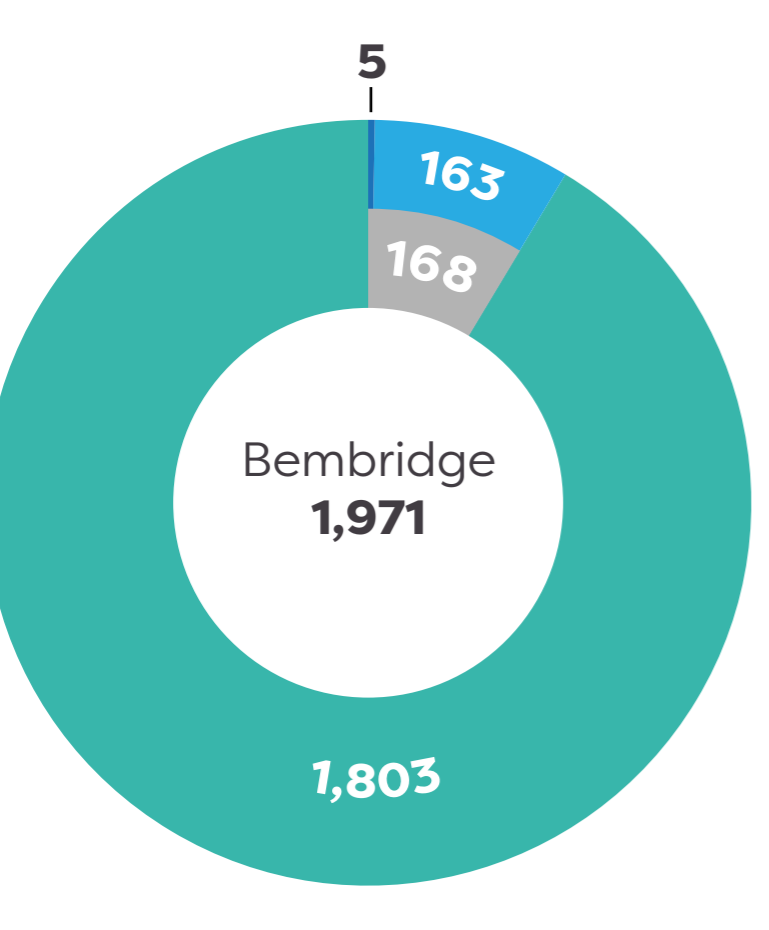
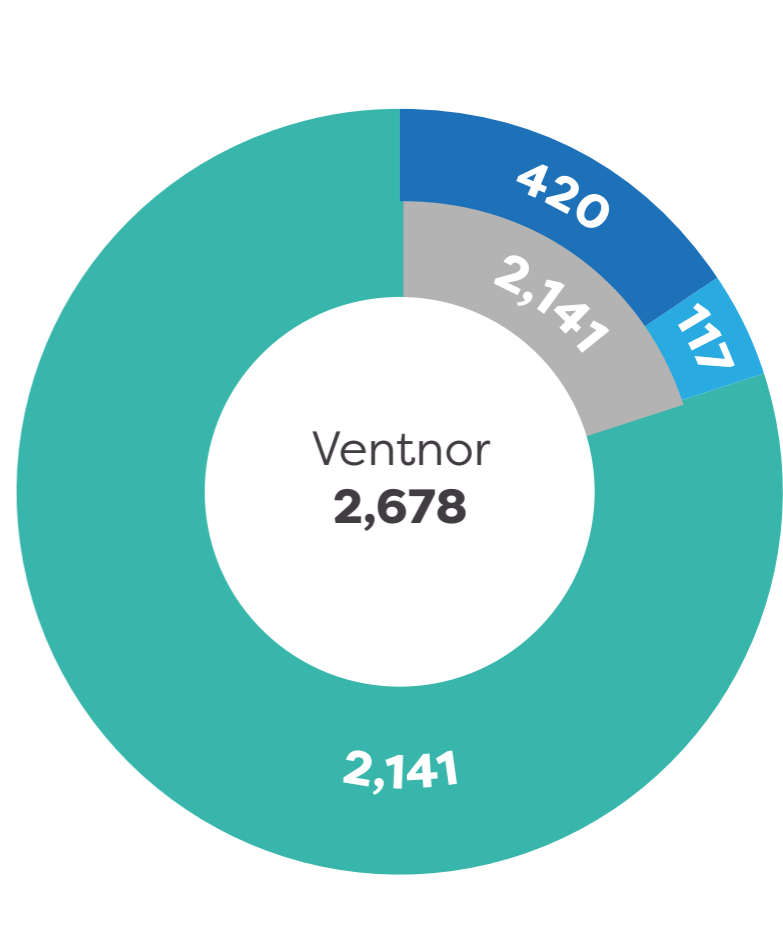
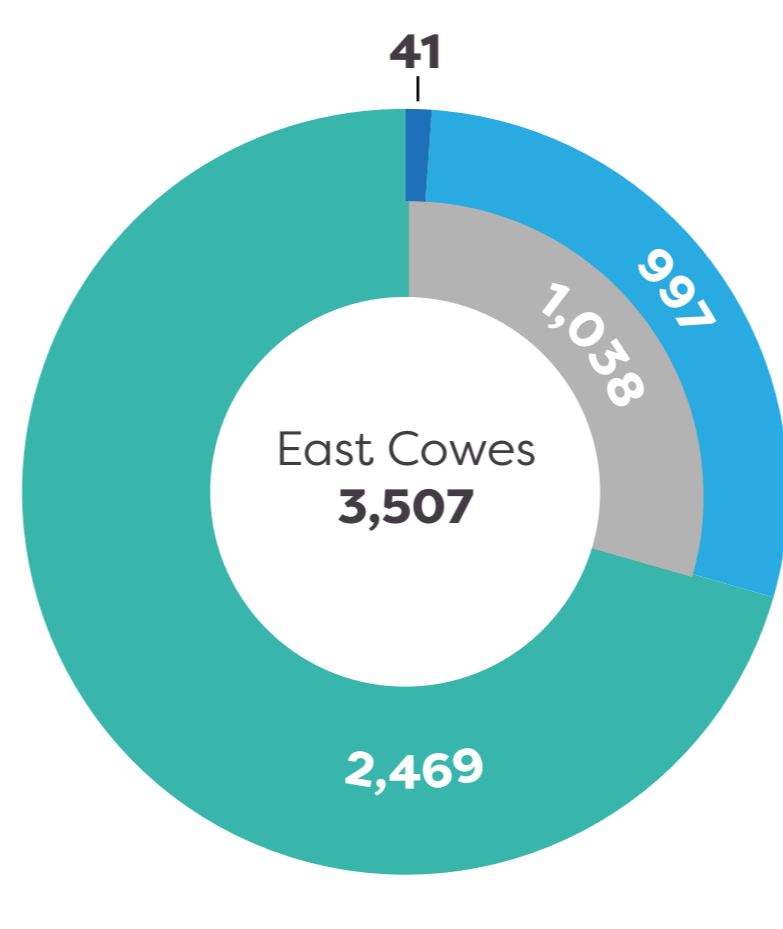
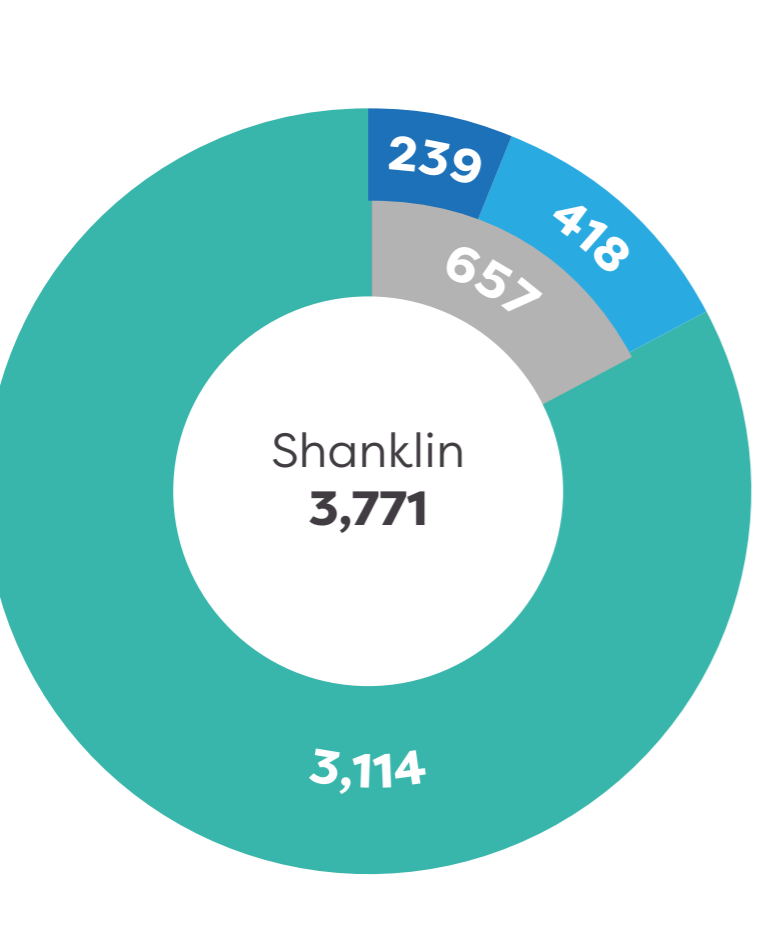
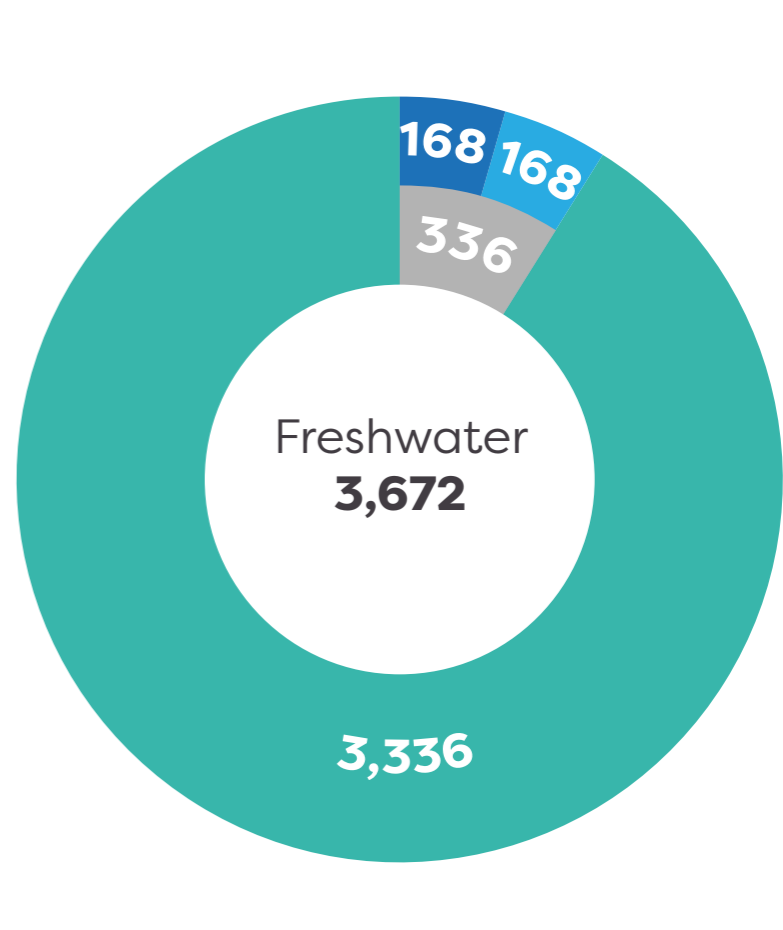
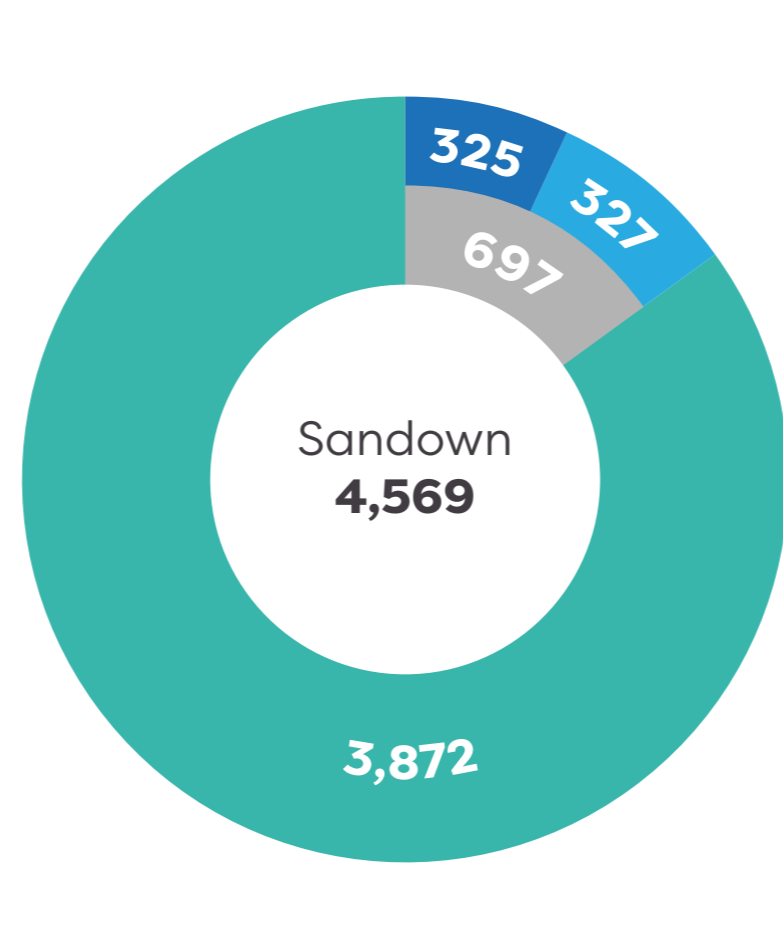
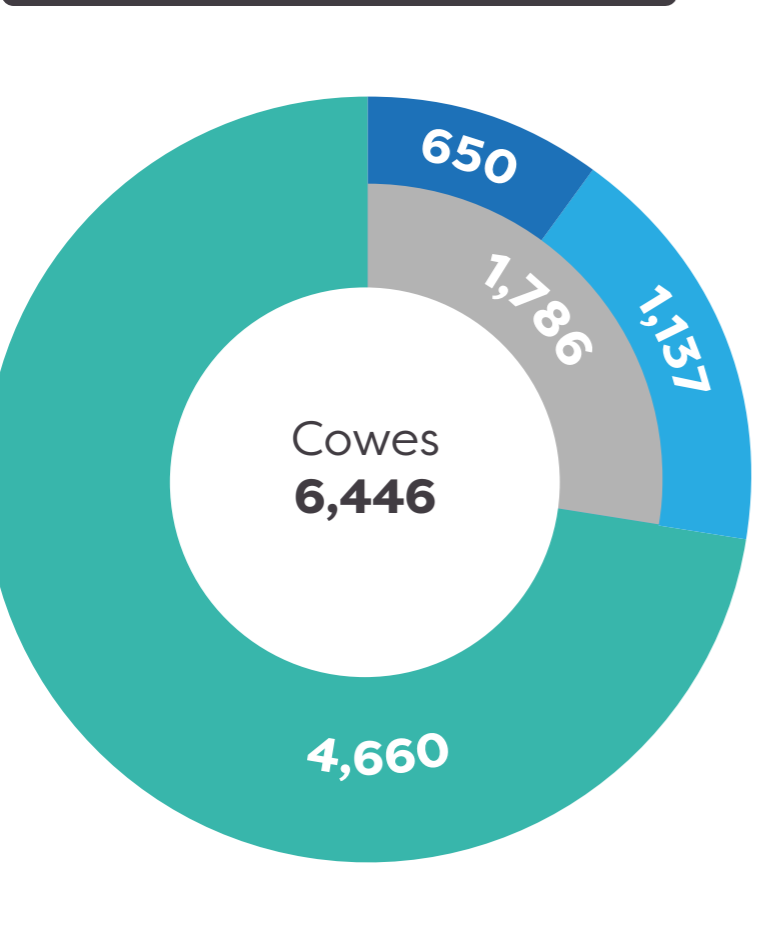
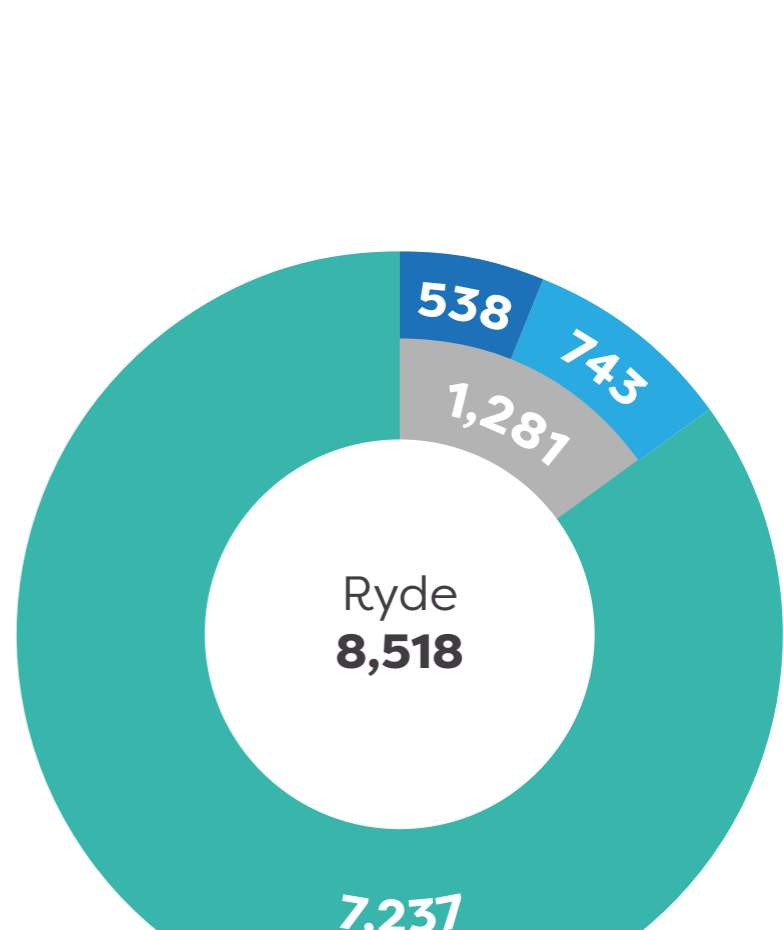
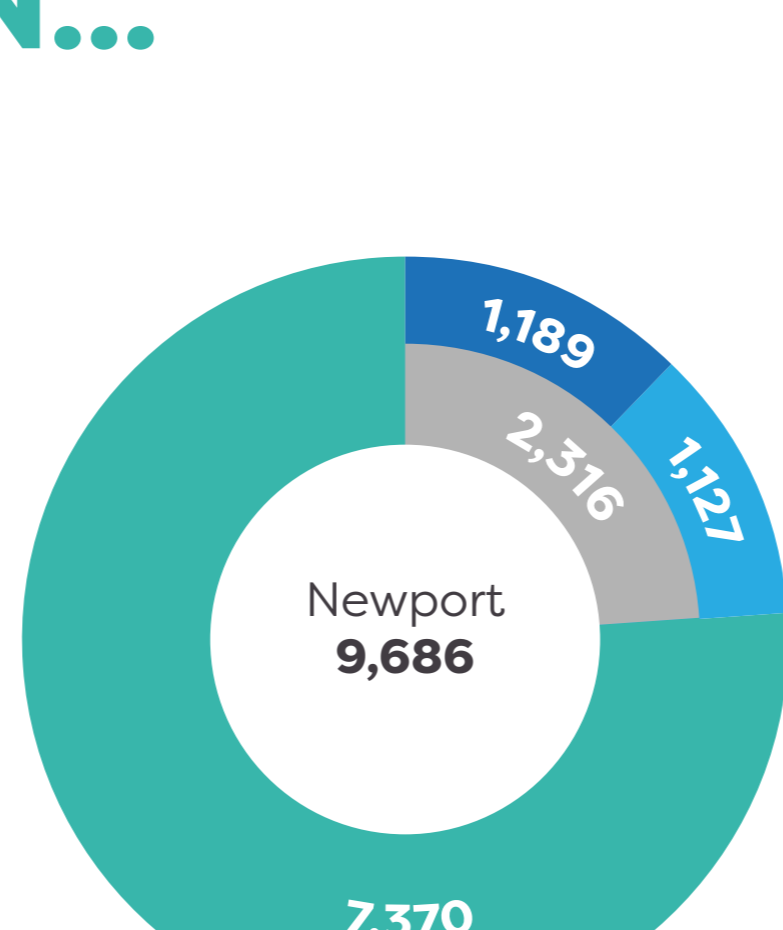
FOCUSING IN...

Property with a driveway

Property without a driveway

Without a driveway but within walking distance of a potential hub

Without a driveway and not within walking distance of a potential hub



The intelligence delivered by Geospatial Insight to Isle of Wight provides a critical evidence base on which to build a funding application to LEVI (Local Electric Vehicle Infrastructure Fund).



*'Without walking distance' = low probability of having a driveway or other off road parking
 *'Within walking distance' = within 200 meters from a council owned carpark
 (The same applies for the inverse of both)

