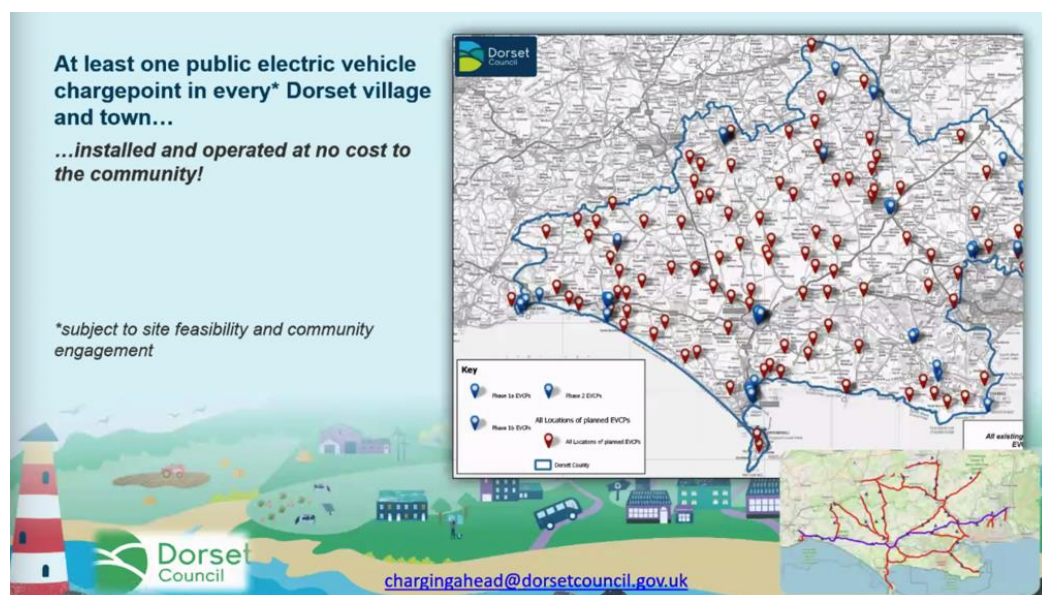


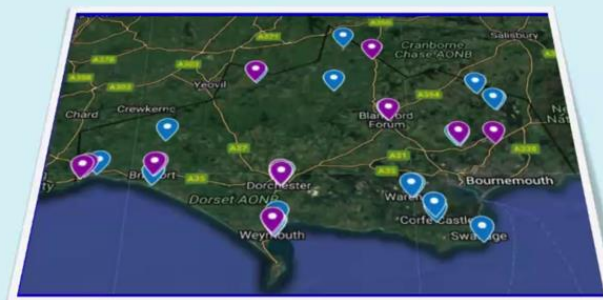
This Webinar was introduced by Lisa Cooper from DAPTC and run by Christopher Whitehouse, a Dorset Council Officer in the Transport Planning Team.

Below are screen graphs of the slides, although DAPTC will be sending out the original copy next week.



Dorset: The Story So Far

- Focus on viable commercial sites
- Successful delivery of Phases 1&2 – almost 100 chargepoints (bays/sockets)
- 12 Rapid and Ultra-rapid chargers
- Most major towns covered
- Delivered at no expense to DC
- Private sector chargepoint operator – Mer part of Statkraft
- Joju – installer 2x installer of the year



The chargepoint operator Mer is owned by Statkraft, the Norwegian National Energy company. Statkraft supply 50% of Europe Renewable Energy.

Electric Vehicles – the direction of travel

- 2030 ban on sale of new petrol and diesel
- 2035 ban on sale of new plug in hybrids (PHEVs)
- A third of vehicles on the road will be electric by 2030
- UK Government investing £400m in charging infrastructure over the next 3 years
- Dorset needs 2500+ public chargepoints by 2030
- It's expected that 1 in 4 households will buy an electric car in the next five years
- All major car makers already have an EV version: 70+ models
- All diesel Land Rovers will be phased out by 2026. Land Rover projects 100% of its sales will be pure-electric by 2036
- In 2022, 1 in 6 cars sold in the UK had a plug
- September 2022: millionth plug-in car was registered in the UK (620,000 BEVs and 440,000 PHEVs)
- Other technologies are developing e.g. hydrogen fuel cell



Charging Ahead - Background

- Key part of the council's climate and ecological action plan
- Dorset is 1 of 9 initial pilot authorities for Office for Zero Emissions (OZEV) Local Electric Vehicle Infrastructure (LEVI) fund
- LEVI:
 - £1m OZEV funding
 - £600k - Dorset Council climate and ecological capital funding
 - Up to £1.6m private sector match funding from Mer
- Mer proposal for up to £1.5m development of existing sites
- In total £4m+ investment in EV charging infrastructure over the next 2-3 years
- Phases 1&2 delivered - its time for Phases 3 and 4



The >£4m spend is anticipated to be over the next 2-3 years!



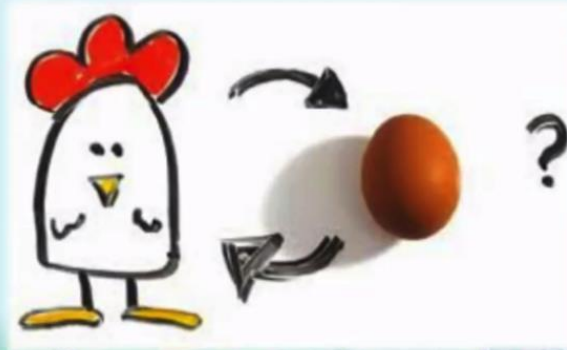
The Goal

For 80% of Dorset's households to be within 10 minutes walk of an electric vehicle chargepoint



Why are we doing this?

- Switching away from fossil fuelled vehicles is a major part of Dorset Council's climate and ecological strategy
- EVs are part of the future of driving
- Around a third of households don't have off-street parking
- We've secured the funding!
- Charging a car is different to filling a car with petrol/diesel



What's on Offer?

- At least 1 chargepoint for every appropriate village/community in Dorset
- 100% funding for installation of an EV charger
- Project management, maintenance and administration/operation of the chargepoint all covered
- Electricity supply costs covered
- Free repairs and upgrades
- Electricity supplied is **100% renewable** (via the grid) when connected via a new supply
- Chargepoint becomes the applicant's/host's after the order term (15 years)



What's in it for Dorset Council?

- Has a significant impact towards net zero
- More EVs means cleaner air for communities
- A small revenue share for reinvesting in the network
- DC take over the "DC" chargepoints after 15 years
- A reliable public charging network that will be good for business, attract visitors and enhance Dorset's offer for residents



What's in it for the host and/or communities?

- A reliable, no cost community asset
- Part of a wider network
- Convenient for the community
- Can attract visitors
- Useful for EV driving visitors to private/holiday homes
- Option to adopt the chargepoint at the end of the order term
- More EVs means cleaner air for communities



Where?

The best place! This could mean the highway, a community space like a village hall, or even a private/commercial space like a GP surgery or public house. The location must be central to the community, accessible to all, available at all times, and safe





Who can apply?

Each chargepoint should have the support and be initiated by the Dorset Council member and/or the town or parish council. For legal reasons the "applicant" will be the chargepoint host or landowner.



chargingahead@dorsetcouncil.gov.uk

What's expected in return for hosting?



- Available 24/7
- Open to residents and visitors
- 15 year order term
- Use of Dorset Council's nominated supplier
- Exclusivity agreement for the supplier for the term of the order
- Maintenance of the site
- Provision of at least two parking spaces per chargepoint
- Management of the chargepoint area
- Letting people know about the chargepoint



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At least 2 parking spaces needed.

The Chargepoints

- One chargepoint (2 sockets) will be sufficient to start with
- Most chargepoints will be 22 kW fast chargers
- Some locations will be right for rapid/ultra-rapid charging if they are on strategic routes – there are advantages and disadvantages to these chargers



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Fast / Rapid charge points take on average 3-4 hours to charge from empty to approx. 80%, but will depend on battery size. Charging is expected to be needed on average once a fortnight. Costs are 55p/kWh, rapid and ultra rapid cost more. The Mer app can charge significant overstay penalty charges if someone hogs a charge point after the car is charged up, but this isn't enabled on DC chargers yet. This will change when demand increases.

When and How?

- Contact us - expressions of interest are accepted from now
- Pilot up to 12 locations
- Initial conversations with hosts – from April (?) once a team is in place
- Allow 6-8 months from initial conversation to install
- Project team – not yet in place



Reality Check

- Sometimes there is no suitable site
- Cost – sometimes chargepoint simply cost too much to install
- One chargepoint per location is generally enough for now
- Public charging usually more expensive than charging at home
- The Chargepoint Operator (CPO) sets the charging price. The current price of 55p per kWh (fast charger) is about average for public charging. Electricity is expensive. There is an energy crisis!
- It could be a few years before your chargepoint gets regular use



The Process



Already got one or more DC sponsored chargepoints?

This means you're probably in a good commercial location. The chargepoint operator will continue to invest in these locations as EV take up increases along with chargepoint use. You don't need to contact us – unless its for a chat!



1. Unique cable management

2. Dynamic Load Balancing

3. Surface mounted ChargePoints for easy reach

4. Disability friendly design:

Some more great news!

Additional to the LEVI project Mer are proposing up to £1.5m investment in public charging infrastructure in some of our main towns including Dorchester, Weymouth, Bridport and Blandford Forum where they are proposing amongst other things charging hubs (4-8 rapid and ultra-rapid chargers)



Questions?

Dates: 4pm 21 March 2023 – launch webinar for town and parish councils

From 21 March 2023 – expressions of interest accepted

Pilot sites – April – September 2023

First phase (3a) – from September 2023

Contact: christopher.whitehouse@dorsetcouncil.gov.uk 01305 228 225 or chargingahead@dorsetcouncil.gov.uk

