

Item No. 4

**Report to the Chairperson and Members
of the Transportation
Strategic Policy Committee**

**Report on Electric Vehicle Charging for
residents of terraced houses or apartments**

**Dublin City Council
Environment and Transportation Department
Civic Offices
Wood Quay,
Dublin 8**

Kevin Meade
Senior Executive Officer

April 2018

At the Transportation Strategic Policy Committee meeting of the 27th September, 2017, the following Motion in the name of Councillor Ciaran Cuffe was agreed:

“That the Manager prepare a report on options for how the City Council might provide for the charging of electric vehicles owned by residents in terraced houses or apartments who are unable to charge their vehicles at home, and for how the City Council might further support electric vehicles such as the provision of charging both on street and in other locations, and other regulatory options available to us that would favour this form of transport with lower emissions than conventionally fuelled cars.”

The issue of providing Electric Vehicle (EV) chargers in residential parking areas has proven to be quite controversial to date. Initially, EV chargers were installed throughout the City by ESB E-cars without reference to the Environment and Transportation Department. EV chargers installed in residential parking areas were objected to by local residents and elected representatives as the presence of an EV only charging bay was reducing the already limited parking available for residents. As a result of these representations, EV charge points in residential parking areas were removed.

Because of the nature of the infrastructure required, the Environment and Transportation Department is not in a position to install EV chargers but has offered many suitable locations for EV chargers. Installation of an EV chargepoint in a private terraced dwelling would require that the charging lead traverse the public footpath which would present an obvious tripping hazard. Even if this obstacle was overcome, the dedication of an EV only bay in a scenario such as this would in effect make a public parking space private and only for the use of the particular resident contrary to Dublin City Council policies.

The Department of Transport recently established a Low Emission Vehicles (LEV) Taskforce Working Group. The working group is led by Ms. Laura Behan from the Department’s Climate Change Unit and comprises members from the Department and members from the Department of Communications, Climate Action and the Environment, the Department of Housing, Planning, Community & Local Government, the Department of Public Expenditure & Reform, the Department of Finance, the County and City Management Association (CCMA), Sustainable Energy Authority of Ireland (SEAI), Transport Infrastructure Ireland (TII), the National Transport Authority (NTA) and the ESB.

The objective of the working group is to present a range of 2020-2025 vehicle growth scenarios, recommend a revised national LEV target for 2020, accompanied by a roadmap, and to link these growth rates to a range of stimulus options and public leadership measures.

The working group recently surveyed parking operators, both private and local authority, and at a recent meeting sought parking operators’ views regarding

the installation of charging infrastructure in their facilities and potential incentives to encourage more widespread deployment. It is expected that the working group will issue an initial report shortly.

In relation to the use of Public Lighting assets to facilitate Electric Vehicle Charging:

The Public Lighting Section have also had some preliminary discussions with representatives from the Electric Vehicle Charging industry. The discussions have been very informative to both the Council staff and the relevant companies, and DCC has committed to continuing to engage with the relevant stakeholders. The main outcomes that are under consideration at this point include:

1. DCC are not an energy provider and under current regulations are not permitted to provide energy to a 3rd party. This is an issue that needs to be addressed with ESB Networks and the Commission for Regulation of Utilities (CRU).
2. It is unclear at this point if there is spare capacity in the Public Lighting power system to facilitate Electric Vehicle Charging, especially in residential areas. The exact power requirement from the relevant companies needs to be established.
3. How the Electric Vehicle Charging equipment would integrate with the existing public lighting column needs to be established, or a new asset needs to be designed.

Further collaboration is needed in this area, but ultimately item number one above, which is not in DCC's control, needs to be addressed before any real progress can be made.

As part of the review of the Dublin City Council Parking Control Bye-Laws due later this year, a proposal will be made to reduce the price of parking for EVs to probably 50% of the normal applicable rate. The introduction of an Environmental Parking Charge will also be considered i.e. higher parking tariffs for vehicles with higher emissions.

The Council currently has designated 35 EV only charging bays throughout the City.