
Dublin City Council and Electric Vehicle Charging Strategy A facilitated approach.

1. Background

The programme for Government set out a target of 1m EVs on Irish roads by 2030. There was an expectation from Government that LAs would be responsible for, and provide chargers to meet, the demand for charging. A scheme of grant aid was established for LAs (€5k per charger), with the expectation that LAs would buy, install, operate and maintain a network of on street chargers as the solution to this issue.

The 4DLAs met in response to this question, conducting a market soundings exercise initially, before agreeing that a more fundamental and strategic approach was required. International consultants were hired to provide an evidence based and contextualised strategic approach to EV charging, with due respect to the wider mobility strategies and policies. A 'pillars of cooperation' document was also developed by the DLA steering group to define areas of common objective and to allow sufficient freedom to each LA to apply individual EVCP solutions within the wider strategic framework as may best suit local needs. This all within a customer centric approach to enable ease of charging across the DMA.

The consultants modelled data sets to derive answers to questions such as:

- The uptake of EVs out to 2030
- The modelled demand for charging (and demand for charging for those reliant on public charging in particular)
- What infrastructure should be deployed and where
- The number of EVCPs required out to 2030
- The level of investment (public and private) required to 2030
- And crucially, the role(s) the Councils should play in infrastructure roll out

Key Strategic Recommendations in Report

- The consultants project 138k EVs in DMA by 2030
- Of these, 34k will be reliant on public charging (i.e. will only have access to public charging). This is the cohort that LAs seek to facilitate
- The consultants clearly state that: "It is not envisaged that the LAs would be responsible for any significant installation, operation or maintenance of EVCPs"
- Furthermore, the consultants state: "It is expected that 'Council' costs would be covered by public funding"
- The consultants also state that rapid (hub) charging is the preferred model and should always be the first choice solution
- The report refers to the Department of Transport's EV Charging Infrastructure Strategy 2022-2025, with a reliance on neighbourhood (read on-street) charging and clearly states that the Dublin Strategy has a different priority, namely, rapid (hub) charging. This to encourage a shift away from private car use in the city centre (i.e. the charging infrastructure should align with the wider mobility strategies and schemes in the DMA).

2. The Enabler/facilitator Approach

In consideration of the strategy recommendations, the role of the LA (DCC) is that of enabler and facilitator, **not** direct service provider. There are some instances where the other 3 DLAs may wish to provide a charging service directly. This is covered under the 'Pillars of Cooperation' agreement which offers that flexibility, but is not an approach that is envisaged for DCC (see Finglas pilot hub below).

To give effect to this role, DCC will enable and facilitate the deployment of EVCP infrastructure in line with recommendations through:

- Planning: New statutory framework for EVCPs will be included in the new City Development Plan and applications for planning permission will be treated accordingly
- Regulation: various Statutory Instruments set out regulatory requirements that DCC can incorporate into any refurbishments of MUDs for example, or regulated through building control.
- A procurement approach, whereby DCC (in association with the DLAs) would consider the installation of required electrical infrastructure as a public good (Off-street modular rapid mobility hubs) to provide a connection point for a Charge Point Operator (CPO) to “bolt on and plug in” and provide all charging services to the end user.
- The electrical infrastructure to remain in public ownership, mitigating service and technological risk to the CPO
- The concession/licence model shows how this might work (option C).
- Based on experience in other cities, the consultants also point out that other private sector entities will enter the market (provision of charging facilities in destinations such as supermarket car parks etc.)
- DCC only has to do as much as is required to enable and facilitate the market (through the provision of suitable off-street sites such as at parks, area offices, leisure centres etc.) under a licence/concession model.

3. Community Mobility Charging Hub

DCC launched its first Community Mobility Charging Hub at our Area Office in Finglas in September. This new pilot will operate under a licence arrangement with a CPO who is providing the chargers and all customer facing services. DCC has installed the electrical enabling infrastructure (funded by Department of Transport).

As part of this new project the Community in Finglas now has access to:

- Two EV chargers with Four charging spaces;
- 1No. AC charger (nominally 22KW), with 2 charging spaces, and
- 1No. DC 75KW charger with CCS and CHAdeMO, 2 charging spaces
- All chargers supplied and operated by EasyGo.
- A dedicated Car Share Club EV charging space (one of the AC spaces), to be rotated between all 3 licenced operators in Dublin City across the pilot duration (with Enterprise, GoCar and Yuko)
- A dedicated ESB eBike commuter hub with 8 eBikes, in association with Bleeper Bikes

The modular concept behind this project sits well within the wider mobility strategic framework and will allow for adaptation to suit other locations around the City as part of the planned implementation.

The DMA EVCP steering group are currently working on a detailed short run implementation plan, to include capital costs, human resources required (as recommended by consultants and as evidenced internationally in London, Amsterdam and Oslo), with a view to going to procurement.

The presentation that was delivered to the Climate Action, Environment and Energy Strategic Policy Committee at the meeting held in July can be accessed via the link below.

<https://councilmeetings.dublincity.ie/documents/s37827/EV%20Strategy%20Presentation%20to%20SPC%2025%20Jul%2022.pdf>

Resolution:

Dublin City Council notes the contents of Report No. 304/2022.

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