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Regional and Local EV Charging Network Plan Consultation Report





Regional and Local EV Charging Network Plan – Consultation Report

Overview

The Draft Regional and Local EV Charging Network Plan was published online and open for submissions commencing on 24 May 2024. The consultation period lasted 8 weeks, closing on 19 July 2024. The consultation received a total of 83 unique responses – 4 via email (only 1 was a unique, non-repeat of the survey form) and 82 via the online survey questionnaire.

The public was invited to respond to provide comments via a survey questionnaire, but could also provide comments directly to the ZEVI team via email. The questionnaire was designed using Microsoft Forms, branching to question sets based on the respondent type – whether they were responding as an individual or on behalf of an organisation.

The online questionnaire prompted respondents to reflect on each chapter of the plan, with specific questions where ZEVI sought feedback on. It was designed to avoid collecting open ended responses by only revealing text field options if the respondent specifically selected the option to comment further on a point.

Individuals were asked a series of questions regarding their EV use and charging habits prior to continuing to the series of questions specific to the plan.

All responses were reviewed, summarised and analysed for input into the revised and updated Regional and Local EV Charging Network Plan. The Excel file contains all comments received and responses to these comments.

Summary of Respondent Profiles

To the online survey, 20 respondents replied on behalf of an organisation. 62 respondents responded as individuals. 1 unique organisation submitted comments via email that did not also submit responses to the online survey.

Organisations represented in the consultation feedback were diverse, spanning from public sector bodies to private sector groups.



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Individuals represented the greatest proportion of consultation respondents. Most (77%) either owned or leased an EV or at least occasionally used an EV. About 22% of respondents did not own, lease or drive an EV. Of those respondents, only one neither owned, leased nor drove an EV or ICE vehicle. Of the respondents who at least occasionally use an EV, 89% have access to a private driveway or parking bay at their place of residence. However, only 69% of respondents reported that the primary place they currently charge at is their private home/apartment charging on their off-street driveway. Those respondents not charging at home with private equipment relied on public chargers (AC and DC) or workplace charging. Of those without access to private driveways or parking bays, charging in a public, on-street bay with private charging equipment was common.

Overwhelmingly, when asked to indicate what the most convenient charging location would be for them, respondents (81%) pointed to private home/apartment charging. However, some respondents indicated a desire for fast, DC charge points in a local charging hub.

Summary of Responses

The following challenges below were core themes captured from multiple responses and respondent types.

1 - Governance Structures to Ensure Local Implementation

There is a lack of public confidence in local authorities to implement the plan and have the knowledge and expertise required to build a robust network that meets the needs of local users.

Regulatory Support: There were calls for clearer guidelines and support from local authorities to facilitate the installation of charging points, including changes to private wire regulations and allowing sub-metering.

2 - Private Sector and Multi-Agency Collaboration

Respondents perceived an over-reliance in the plan on public bodies to implement the rollout of an effective charging network, and the lack of confidence in effective governance structures compounded this perception. It was suggested that a more proactive engagement with the private sector and CPOs would be required to meet AFIR targets.

3 - Support for Renters and Apartment Dwellers

Apartments: Apartment charging can require consensus amongst multiple residents to purchase a charger and install it or require a lot of effort to get approval from the management body. The management bodies often do not consider installing a charger a high priority.

Residential blocks: In residential blocks, while residents may have permanent assigned parking bays, these may be difficult to install charging at – residents would need to string the charging cable across the walkway to the parking bay.





As the plan focuses on public charging, these user types are currently excluded from consideration of overnight charging options (i.e., private homeowners with off-street parking can avail of home charging while others without off-street parking would get public neighbourhood charging).

4 - Cost and Affordability

Charging Costs: Concerns around the equitable access to low-cost charging infrastructure, and the equity implications of public charging being more expensive in general than private residential charging emerged as a theme. Respondents called for more transparency in pricing and suggested that public charging should be more affordable, potentially through subsidies or tax breaks.

Installation Costs: The high upfront costs for installing charging infrastructure were noted as a barrier, with calls for government support to offset these expenses. A clear funding strategy for destination and neighbourhood charging infrastructure was suggested to support the equitable transition to EVs.

5 – Infrastructure and Technology

Grid Capacity: Respondents generally suggested deeper collaboration with ESBN, potentially even regular meetings with ESBN to keep them informed of the latest infrastructure plans. Respondents also suggested looking improving grid resilience through V2G or augmenting power through renewable energy sources to power chargers. There were also concerns raised about adequate power supply in high-demand areas (e.g. the Dublin airport).

Innovative Solutions: Respondents highlighted the need for innovative solutions such as gully charging, lamppost chargers, and shared mobility hubs. There were also calls for standardisation and interoperability of charging infrastructure.

6 - Stakeholder Engagement and Inclusivity

Inclusive engagement with all stakeholders was identified as essential. Emphasis was placed on engagement with local residents, CPOs, and the ESB. More diverse persona case studies to cover all user groups. Exploration of more case studies from abroad.

7 – Public Awareness and Education

Misinformation: There were concerns about misinformation regarding EVs and charging infrastructure. Respondents called for public awareness campaigns to educate people about the benefits and realities of EVs.

Behavioural Change: Encouraging behavioural change towards EV adoption was seen as crucial, with suggestions for incentives and educational programs.

8 – Planning and Regulation

Planning Permissions: The process for obtaining planning permissions was seen as a significant barrier. Respondents suggested streamlining the process and providing exemptions for certain types of charging infrastructure.

9 - User Experience and Safety





User Experience: Respondents emphasised the need for a seamless user experience, including easy payment methods, reliable chargers, and clear signage. There were also calls for better maintenance of charging points.

Safety: Safety concerns, particularly for women and those charging at night, were mentioned. Suggestions included better lighting, security measures, and covered charging stations.

Incorporation of Consultation Feedback in the Final Plan

All consultation feedback received was considered for inclusion in the revised final version of the Regional and Local EV Charging Network Plan.

The consultation feedback pointed to several areas where further clarification was required of existing content and gaps where additional information was required. In some cases, consultation feedback was omitted where it was either out of scope of the plan or not feasible to address/implement at this time. In these cases, these points were marked and raised for separate discussions.

Notable changes to the plan include:

The addition of a summary on the Universal Design Guidelines for Electric Vehicle Infrastructure Charging to respond to concerns related to safety, lighting, street clutter, accessibility and useability contained within these guidelines.

The addition of a summary on the Alternative Fuels Infrastructure Regulation to introduce the reader to the breadth of requirements affecting EV charging infrastructure including open data, interoperability and accessibility requirements.

Amendments to the Tourist persona to address caravan charging and to the Apartment dweller to touch on the concerns of apartment charging.

Greater clarity on the local authorities' role in supporting the national plan through the development of local strategies.

The addition of tourism industry representatives to the list of stakeholders in 4.3.

The amendment of gully charging in the Appendix to be in the category 'Future development'.

The addition of EV charging arms to the future development category in the Appendix table.