Department for Infrastructure
www.infrastructure-ni.gov.uk

An Roinn Bonneagair

Depairtment fur Infrastructure



Electric Vehicle Infrastructure

ACTION PLAN FOR NORTHERN IRELAND

Contents

Introduction 4
Membership, Evidence

Context 6
Hierarchy in Reducing Carbon Impact of Transport,
Sustainable Transport Hierarchy

Action Plan 10
Delivery of Action Plan, Areas of Action:

Future Proofing Electrical Capacity at key strategic sites along Key Transport Corridors 12
Current Position, Issue, Action, Timeline

Review of Connection Charges 15
Current Position, Issue, Action, Timeline

Paying to Charge 17
Current Position, Issue, Action, Timeline

EV Infrastructure Co-ordination Group 19
Current Position, Issue, Action, Timeline

Consumer Priorities 20
Current Position, Issue, Action, Timeline

EV Charging at Park and Ride Sites 22
Current Position, Issue, Action, Timeline

Next Step Actions 23

Introduction

The Executive Energy Strategy (The Path to Net Zero Energy[1]) was adopted by the Northern Ireland Executive on the 16 December 2021 and a key action in the Action Plan[2] is the development of an Electric Vehicle (EV) Infrastructure Action Plan.

The Department for Infrastructure (DfI) established an EV Infrastructure Task-Force, drawn from both public and private organisations with a key role to play in this area, to develop an EV Infrastructure Action Plan by the autumn of 2022.

The objectives of the Task-Force are to:

- represent the views of EV drivers, consumers, energy providers and government on EV infrastructure requirements;
- consider the EV infrastructure requirements for Northern Ireland (NI) and advise on how those requirements should best be addressed, to support and encourage the transition to electric vehicles;
- ensure that the decarbonisation of transport is set within the context of the wider transport hierarchy which reflects the need to reduce travel, prioritise active travel measures (walking, wheeling and cycling) and public transport; and
- advise on how to encourage behavioural change towards EVs and increase consumer confidence in making the transition.

MEMBERSHIP

The Task-Force was chaired by the Department for Infrastructure and included representatives from the following bodies or organisations:

- Confederation of British Industry (CBI NI)
- Consumer Council for Northern Ireland (CCNI)
- Department for the Economy (DfE)
- Derry City and Strabane District Council (lead of local council consortium)
- Electric Vehicle Association Northern Ireland (EVANI)
- Electricity Supply Board (ESB)
- NIE Networks (NIEN)
- Utility Regulator (UR)

[1] The Path to Net Zero Energy. Safe. Affordable. Clean. (economy-ni.gov.uk)
[2] The Path to Net Zero Energy. Safe. Affordable. Clean. (economy-ni.gov.uk)

EV INFRASTRUCTURE **ACTION PLAN FOR NORTHERN IRELAND**

The members of the Task-Force established sub-groups within their areas of responsibility and fed reports into the Task-Force to enable it to progress the development of the Action Plan.

EVIDENCE

In developing the Action Plan the Task-Force considered evidence presented by the various members' sub-groups and also the research report Development of EVs in Northern Ireland[3] commissioned by the Department for Infrastructure in developing its input to the Energy Strategy.

Members also reviewed the following:

- Electric Vehicle Charging Strategy for Wales[4]
- A Network Fit For the Future: Draft Vision for Scotland's Public Electric Vehicle Charging Network[5]
- Findings from the CBI Survey on obstacles from business transitioning to Electric Vehicles
- Consumer Priorities for Electric Vehicle Charging Infrastructure in Northern Ireland

[3] Development of Electric Vehicles in Northern Ireland (infrastructure-ni.gov.uk)
[4] Electric Vehicle Charging Strategy (gov.wales)
[5] Draft Vision for Scotland's Public Electric Vehicle Charging Network (transport.gov.scot)

Context

The United Kingdom (UK) Government has put in place a ban on the sale of all new petrol and diesel cars by 2030 and all PHEVs (Plug-in Hybrid Electric Vehicles) by 2035. The sales of PHEVs and Battery Electric Vehicles (BEVs) in the UK have grown over the last year with circa 90,000 PHEVs and BEVs registered in the UK in the first quarter of 2021. In developing the Transport input to the Executive's Energy Strategy, the Department for Infrastructure commissioned four research projects, one of which, Development of Electric Vehicles in Northern Ireland[6] was produced by Steer. In its report, Steer forecasts there could be between 60,000 and 125,000 EVs in NI by 2025.

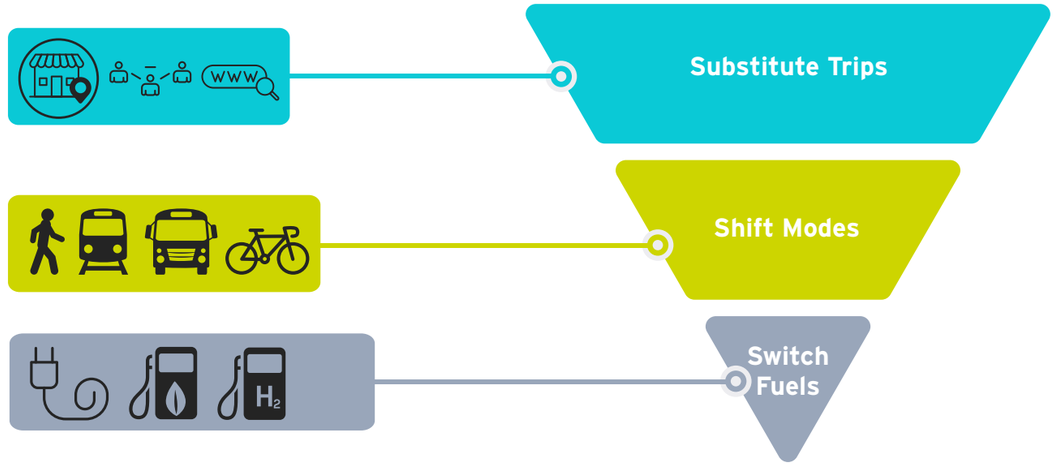
At end of June 2022, there were 1.25 million registered vehicles in NI, of which 11,476 were Ultra-Low Emission Vehicles (ULEVs), i.e. 0.7%. In comparison to other regions in the UK, NI is currently seen as being further behind other regions of the UK in its policy in supporting the transition to EVs, and this Action Plan is, therefore, significant in accelerating the strategy and overall commitment to tackle the emissions from transport.

The Task-Force was established in the context of a sub-group of the Transport Working Group (TWG) which would take forward the wider transport related elements of the Energy Strategy including the development of a Local Transport Strategy.

In order to tackle the climate crisis and work towards the targets being developed for Northern Ireland's Climate Action Plan we must reduce the carbon emissions arising from travel and transport. By reducing how much we travel and by using more energy efficient modes and active travel modes where possible, we can reduce carbon emissions. It is, therefore, not the aim of the Task-Force to facilitate the conversion of all private vehicles currently registered in NI from fossil fuels to zero emission vehicles but rather to set in place an action plan that will assist the transition for those who have no other means of travel available. It is a contributor to reducing the carbon impact of transport through implementation of the Hierarchy in Reducing the Carbon Impact of Transport as set out in the Department for Infrastructure publication, Planning for the Future of Transport – Time for Change[7].

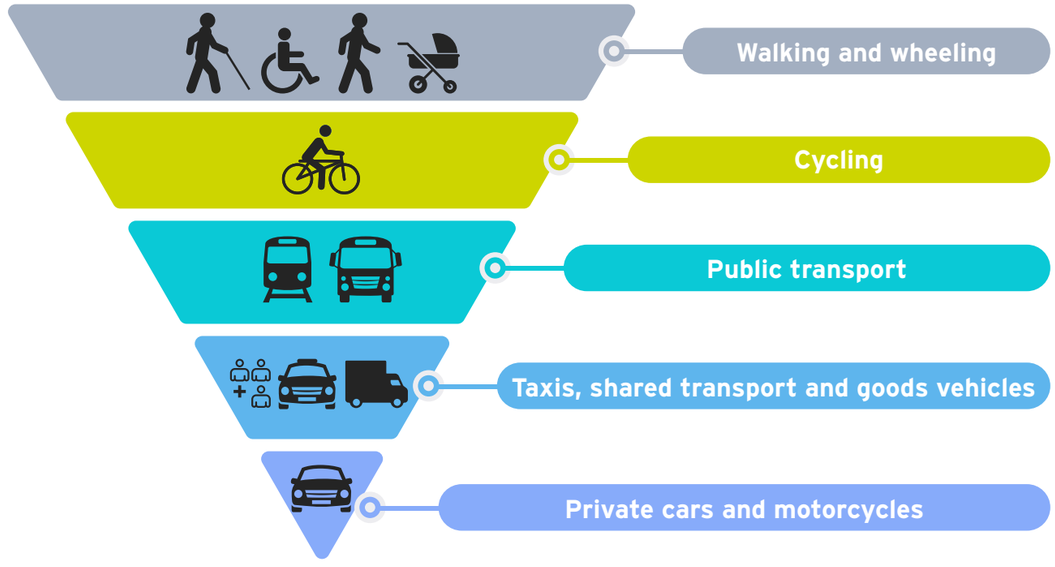
[6] Development of Electric Vehicles in Northern Ireland (infrastructure-ni.gov.uk)
[7] Planning for the Future of Transport (infrastructure-ni.gov.uk)

Hierarchy in Reducing Carbon Impact of Transport



In line with this hierarchy the Task-Force has developed its Action Plan within the context of the Sustainable Transport Hierarchy, as set out in the Department for Infrastructure publication, Planning for the Future of Transport – Time for Change[8].

Sustainable Transport Hierarchy



[8] Planning for the Future of Transport (infrastructure-ni.gov.uk)

The transition away from fossil fuelled vehicles will place demands on the supply of electricity. It is envisaged that the bulk of charging will be carried out at home with also facilities to provide en route charging along major road networks and at destinations such as forecourts, retail outlets, sports clubs, venues and tourism sites.

There are a range of options available to EV users as to where, how and when to charge their vehicles. The key influencing factors are the time it takes to charge, convenience, safety of location, reliability of equipment and cost. Home charging, where available, is likely to be the cheapest and most convenient form of charging for EV owners in NI, where approximately 80% of dwellings have access to a driveway. That said, charging solutions must also be found for those without access to a driveway, particularly, in our urban areas. Charging away from home will also be required, especially, for those users making longer journeys and light commercial fleets. The cost of charging is highly variable and depends on a number of factors such as vehicle type, charging type, whether a user is fully charging or topping up and payment arrangements (such as membership schemes). Rapid charging is usually the most expensive for the user on a pence per kilowatt hour basis. Higher powered charging provides a faster charging experience, and also places more demand on the electricity network, hence the higher cost. Certain locations suit certain charging types and this is shown in the table below.

	Rapid/Ultra (DC) Kilowatt: 43-350kW Charge time: 15-45mins	Fast (AC) Kilowatt: 7-22kW Charge time: 1.5-5hrs	Slow (AC) Kilowatt: <7kW Charge time: 8-12hrs
Home[9]			X
Workplace		X	X
On-street		X	
Destination		X	
En route	X		
Charging Hubs	X	X	

The Task-Force agreed in order to encourage onward travel aligned to the Transport Hierarchy it is important to provide an appropriate mix of AC (Slow/Fast) and DC (Rapid) charging infrastructure at Park and Ride facilities and greenway sites and that this should be implemented as a priority.

[9] Slow <7kW type chargers are generally regarded as the bulk of chargers installed in home and workplace, however, notifications to NIEN show the bulk of domestic installations are 32amp 7.36kW Fast chargers.

The current public charging network in NI has multiple operators, the largest of which is currently the Electricity Supply Board (ESB), with a network made up of 320 AC Fast charge points (22kW) and 17 DC Rapid charge points (50kW) with the majority of drivers no more than 10 miles from a Fast (AC) charge point and 30 miles from a Rapid (DC) charger.

Given the high ratio of consumers with potential access to home charging solutions along with the rural nature of the country, EV infrastructure should focus on developing a Rapid (DC) charging network which will help EV users top up their vehicles as and when required such as during long distance trips, but also support the light commercial logistics and freight market within NI and connecting into the Republic of Ireland (ROI).

In producing its report, Steer modelled a scenario for Rapid (DC) charging rollout, based on similar analysis undertaken as part of 'Project Rapid' in England, which focuses on the provision of charging locations on motorways and other strategic transport corridors, so that any resident is no more than a 50 mile drive from a Rapid charger.

In respect to the size of NI, Steer modelled both a 50 mile scenario and a 25 mile scenario and the table below shows the number of charge point locations that would be required for each scenario. To further illustrate the number of charging stations each scenario would represent Steer assumed an initial market entry assumption of 2 Rapid (DC) charging stations at each location, building up to 4 and 6 over time.

Distance from Rapid (DC) Charger Location (miles)	Number of Rapid (DC) Charger Locations	Total number of charging stations (based on 2 EVCP (DC) per location)	Total number of charging stations (based on 6 EVCP (DC) per location)
25	169	338	1014
50	84	168	504

The Steer research also recommends we should have a EVs to Rapid charger ratio of 1:100 under which, based on its Addressing Climate Change scenario, we will require approximately 1,000 Rapid (DC) chargers by 2025. Latest data shows that there are currently 21 publicly available Rapid (DC) chargers in NI with the FASTER project set to deliver a further 20-30 Rapid (DC) chargers which will be operational by the end of 2023. ESB has been awarded £3.27m from the Levelling Up Fund, to expand and enhance its EV charging network in NI. ESB currently has 17 Rapid (DC) chargers on its network and advises that the project will double its existing number of Rapid chargers.

The project will also see the introduction of high power (150kW) charging for the first time in Northern Ireland through the delivery of five high power charging (150kW) hubs in strategic locations. In the region of an additional 950 Rapid (DC) publically available chargers will, therefore, be required by 2025 if the target of 1,000 Rapid (DC) chargers is to be achieved. This Action Plan will be critical in ensuring that the number of Rapid (DC) chargers is significantly increased across NI.

The development of EV charging infrastructure must ensure interoperability with ROI, across all sectors, including the provision of charging infrastructure for heavier duty EVs operating in the commercial sector. As an EU member state, ROI is required to have suitable charging hubs for this purpose every 60km along its TEN-T (Trans-European Networks – Transport) network. In England, the UK Government has brought forward 'Project Rapid' which will by 2025 ensure there is sufficient grid strength and capacity, future proofed to 2040, at service areas along its motorway and 'A' road network.

Action Plan

In recognising the complexity and wide range of areas that need to be addressed over the next 5 years, the Task-Force has agreed the following key actions must be progressed as priorities. These are seen as the initial critical enablers to give confidence and certainty to government departments, state bodies, private investors and consumers in the transition to EVs. The Task-Force will continue to review the provision of EV infrastructure and bring forward further actions necessary as the EV market evolves and more learnings become available.

The actions the Task-Force has agreed to be progressed as a priority are set out in Table 1 overleaf and further detail on their implementation is provided in the body of the report.

Table 1

Action	Expected results	Lead	Key Stakeholders	Target
Future Proofing Electrical Capacity at key strategic sites along Key Transport Corridors	Increased provision of charging infrastructure along key transport corridors Phase 1: Production of report identifying locations along key transport corridors Phase 2: Implementation of Phase 1 report	DfE	NIEN, UR, DfI	Phase 1: January 23 – June 23 Phase 2: June 23 – December 25
Review of Connection Costs	More Charge Point Operators(CPOs) entering the charging market	UR	DfE, NIEN, DfI	Completed end 2023
Establishment of oversight group to ensure co-ordinated approach to EV infrastructure	Evaluation of provision to ensure coverage addresses target of 25 miles from a Rapid charger	DfI	DfE, NIEN	January 2023
Paying for Charge	Improved network use, less blockages and more CPOs entering the market	ESB	EVANI, DfI	December 2022
Consumer Priorities	Development of a 'Code of Practice' for NI	CCNI	EVANI, DfE, DfI	December 2024
EV Charging at Park and Ride Sites	Provision of appropriate charging infrastructure at Park and Ride sites to facilitate en route charging and public and shared transport	DfI	NIEN, DfE, Translink	Feasibility Study June 2023 First operational charge points April 2024

DELIVERY OF ACTION PLAN

In light of the cross cutting nature of the actions required, the Task-Force recommends the establishment of an adequately resourced delivery team led by the Department for Infrastructure, with representatives from NI Executive Departments and Arm's Length Bodies with the relevant policy responsibility and authority to implement the Task-Force recommendations.

The Task-Force will continue to monitor progress of the Actions and bring forward further Actions to be implemented as these emerge.

AREAS OF ACTION

Future Proofing Electrical Capacity at key strategic sites along Key Transport Corridors

CURRENT POSITION

The current electricity network in NI has been established and developed to meet the demands of home and industry requirements. It is largely focused on ensuring, there is sufficient grid capacity to meet the needs of these sectors, with demand forecasts aligned to local and regional development plans.

ISSUE

The transition from fossil fuelled transport modes to EVs dramatically changes the demands being placed on our electricity generators and suppliers. With it predicted, that the bulk of charging will take place at home, this has the potential to increase the demand from domestic users and set a challenge to ensure there is sufficient capacity available in the grid to meet this.

It is also expected, that legislation shall be brought forward, requiring the installation of EV charging infrastructure in new residential and non-residential properties with developers placing demands on the network to satisfy these requirements.

In the area of en route charging, we are likely to see demand to install Rapid (DC) and Ultra-Rapid (DC) chargers, as well as the development of charging hubs along our strategic transport corridors, particularly, to assist those travelling to and from more rural areas of NI. Dedicated EV charging hubs are also likely to be developed in urban locations and at some traditional fueling sites where space is available and where users will be able to avail of other services whilst charging.

At existing sites, Charge Point Operators (CPOs) may wish to expand the provision of charge points to meet demand from EV users. We need to ensure the grid has the capacity to satisfy any forecast demand.

We are also likely to see the emergence of heavier duty EVs within the commercial sector which are likely to require en route charging to keep moving. The requirements of heavier duty EVs are considerable with some suggestions that charging hubs would require a total power output of 3,500kW to meet the charging needs of the commercial sector. Ireland will be complying with the Alternative Fuels Infrastructure Regulation which requires it to have suitable charging hubs every 60km along its TEN-T road network, with a total power output of 1,400kW by 2025, rising to 3,500kW by 2035.

As our public sector bodies decarbonise their fleets towards zero emission vehicles, this will also place further demands on our electricity network, to be able to satisfy the requirements at depots for NI Executive Departments, Local Councils, Health Trusts, Police Service of Northern Ireland, Northern Ireland Fire and Rescue Service, Education Authority and Northern Ireland Housing Executive.

The Automated and Electric Vehicles Act 2018[10], Part 2 of which extends to NI, makes provision for regulations requiring large fuel retailers or service area operators to provide public charging points.

ACTION

The Task-Force recommends the focus in developing a Rapid charging network for NI should be to ensure that no resident is more than 25 miles from a Rapid (DC) charger and that the development of charging infrastructure along our key transport corridors should focus on meeting this requirement. Currently, drivers are not more than 30 miles from a Rapid (DC) charger and in making this recommendation of 25 miles the Task-Force is proposing that we should improve on this current position.

The Task-Force recommends that, in addition, to that allowed under the current and proposed price controls, the NI Executive should as a priority make available the funding necessary to implement a project that will ensure there is sufficient strength and capacity in the grid at key strategic sites and service areas along our strategic transport corridors.

This will require a two-pronged approach,

- firstly, by June 2023 a report will be produced by the Department for the Economy, in conjunction with NIE Networks and the Department for Infrastructure, that assesses and identifies a range of key strategic sites along our key transport corridors that will:

[10] Automated and Electric Vehicles Act 2018 (legislation.gov.uk)

- develop the costing necessary to secure the funding to deliver the upgrade necessary to the grid;
- enable the development of a Rapid (DC) charging network that will ensure no resident is more than 25 miles from a Rapid charger;
- facilitate the provision of 1,000 Rapid chargers by 2025; and
- enable the provision of heavy duty EV charging hubs, every 60km, with a total power output of 1,400kW with one individual 350kW charger, increasing to a total output of 3,500kW with an individual 350kw charger by 2035.

- Secondly, by December 2025 NIE Networks will have implemented and completed the project addressing the capacity of the grid along our key transport corridors.

This will go a long way to creating the infrastructure to support CPOs from both within and outside the traditional fuelling sector to install charging facilities.

TIMELINE



Review of Connection Charges

CURRENT POSITION

The cost of a new connection in NI is comparable with a similar new connection in Great Britain or Ireland. However, the position here in relation to the proportion of connection costs that the applicant pays differs from that in GB and Ireland. In NI at present, the cost of connecting to the grid is fully borne by a connecting customer for all works required at their connecting voltage and one voltage level above, including any required network reinforcement, and this is commonly referred to as "deep charging" the connecting voltage on one voltage level above. Whereas, in GB and Ireland a larger proportion of these costs are 'socialised' across the customer database.

This means that while the overall cost of connecting a customer, may be similar in neighbouring jurisdictions, the cost liable to the individual connecting customer can be quite different. As further investment is delivered in the reinforcement of the electricity network these costs may be reduced.

ISSUE

Discussion with CPOs highlighted the different conditions in relation to grid connection costs here in NI compared to Great Britain (GB) and Ireland as a key barrier to entering the market. This has an impact on the CPO business model meaning that in areas with insufficient grid capacity, these costs can deter a CPO from installing chargers. These reinforcement costs can vary significantly across both urban and rural areas and can only be determined on a case-by-case basis, but in general, remote areas may be considered as more susceptible to higher reinforcement costs. CPOs state that this is discouraging them from entering the market here as their business model is based on the GB and Ireland operating position, whereby, the CPO aims to recoup its CAPEX over a 5 year period. Having to factor in these reinforcement costs, allied to the payment system on the current network, means the model is not commercially viable.

The CPO could possibly factor these costs into its charging position but that would mean the pence per kilowatt hour rate here would vary and most likely be much higher than in the other jurisdictions across these islands.

ACTION

In considering its action the Task-Force recognises that socialisation of connection costs across consumers must be set in the context of a much smaller NI customer base (in comparison to GB and ROI) and, therefore, may have the potential for a much greater

impact on the individual tariffs of the NI consumer, and in turn, with the current rising energy prices, the very real prospect of increased levels of fuel poverty.

The Task-Force recommends that the current position here in relation to connection costs is reviewed and consideration is given to an appropriate mechanism taking account of the current policies in GB and Ireland.

The Utility Regulator has commenced an internal review of the connection policy in NI/GB/ROI with an aim to issue a public consultation later in 2022 which will help to determine the timelines and any possible changes to regulations/legislation that may be required. It is important we all clearly understand the details and possible consumer impacts that this may have on the current connection methodologies. Particularly, if costs are moving from developers to consumers as this will impact on NI consumer bills.

It is also noted that the introduction of the action, in relation to grid reinforcement may help to reduce connecting costs, as referenced above. The potential monies provided to NIEN for the upcoming RP7 price control (the business plan is being developed and it is expected that the request will aim to facilitate the NI Energy Strategy and climate change targets, this in turn will have the potential to reduce the need for reinforcement) and monies provided already for the existing RP6 price control projects will ultimately potentially decrease the need for capacity reinforcement due to the development of the network. This in turn may result in cheaper connections for connectees within those areas.

The Utility Regulator will open an initial consultation by the end of 2022. Following this a further consultation on the recommendations from the initial consultation will open in mid-2023. The Utility Regulator will review the outcome of this consultation and bring forward any considerations by the end of 2023.

TIMELINE



Paying to Charge

CURRENT POSITION

ESB currently owns and maintains approximately 337 (a mix of Fast (AC) and Rapid (DC)) public charge points across NI. Most of the public charge points on the ecarNI network in NI can only be accessed using the ecarNI Access Card which is also suitable for use on the wider ecar network in Ireland. Currently users of the network in NI are able to do so at no cost.

ISSUE

The fact this public network in NI is free to use raises a number of issues that the Task-Force recognises as being prohibitive to competition and investment by CPOs.

It makes it difficult to carry out any meaningful evaluation of the current network here in order to identify gaps where a possible intervention may be required to improve accessibility for EV users through either the development of new sites or increasing the provision of charge points at existing sites.

Other CPOs wishing to enter the market here have also cited this as a discouraging factor in relation to them installing charge points here and to the development of a competitive EV charging market.

It has led to the misuse of the network by some EV users, with EVs being left at charge points for longer than necessary, and in some cases overnight, blocking off access to charge points.

EV users have now become used to a ‘free-to-use’ network and this may cause some negative reaction once payment becomes the norm.

ACTION

The Task-Force recommends that pay-for-use is introduced immediately by ESB on the current network as well as any future publically accessible charge points whilst recognising that commercial entities may offer incentives to encourage use of their sites.

Payment methods should be consistent across all networks on the island of Ireland and GB to ensure interoperability of EV charging networks for users.

Overstay penalties should also be introduced by all CPOs to penalise those EV users misusing the network.

Pricing and overstay information should be made readily available to all users of charging infrastructure.

TIMELINE

December 2022
Pay for charge introduced across ESB network

EV Infrastructure Co-Ordination Group

CURRENT POSITION

Currently there is no requirement on CPOs to advise the Department for Infrastructure of their plans regarding the development and location of EV charging infrastructure, either in relation to public networks, domestic provision or workplace charging.

They are required to apply to NIEN in regard to access to the grid and NIEN has its processes in place for assessing these applications. However, there is no requirement within the process to advise the Department as to the location or nature of the application.

EV chargers may be installed under Permitted Development Rights which were introduced to encourage the development of charging infrastructure. Where Permitted Development Rights are not appropriate then planning permission must be obtained through the appropriate local council.

ISSUE

The Department for Infrastructure is the policy lead for the decarbonisation of transport and, outside of the current ESB owned network, does not hold any data on the location or type of EV charging infrastructure being developed by CPOs.

The Task-Force wants to ensure that EV infrastructure is available to all and identify areas where gaps in the provision exist that may require intervention to address.

ACTION

An EV Infrastructure Co-ordination Group should be established immediately and led by the Department for Infrastructure, to ensure that the development of EV infrastructure is co-ordinated, to provide the necessary coverage.

TIMELINE

January 2023
Co-ordination Group established

June 2023
6 monthly review

December 2023
First annual review

Consumer Priorities

CURRENT POSITION

This is a new and emerging area for the provision of transport and has the potential to be confusing for consumers and could even cause consumer detriment in some cases if protections are not put in place. Consumers will need certainty around the accessibility, affordability, safety and selling of charging points, as the choice of whether to remain with ICE or move to an EV diminishes.

The UK Government has drafted four consumer regulations in response to its consultation 'The consumer experience at public chargepoints'[11] and these will extend to NI. The consultation was also used as a call for evidence for accessibility for disabled consumers, weatherproofing and lighting, and signage. The regulations are due to be introduced shortly and will cover the following areas:

- Making it easier to pay;
- Opening up chargepoint data;
- Using a single payment metric; and
- Ensuring a reliable charging network.

ISSUE

The Consumer Council for Northern Ireland (CCNI) as part of its input to the Task-Force led a consumer focused group which produced a Consumer Priorities Paper which focuses on issues specific to NI.

Whilst the regulations being brought forward are a welcome consumer protection there needs to be a focus on the needs of NI consumers also.

This will require conducting a wider survey of consumers here on EV infrastructure and using this to bring forward either legislation or a voluntary Code of Practice for CPOs to address the concerns of consumers here.

ACTION

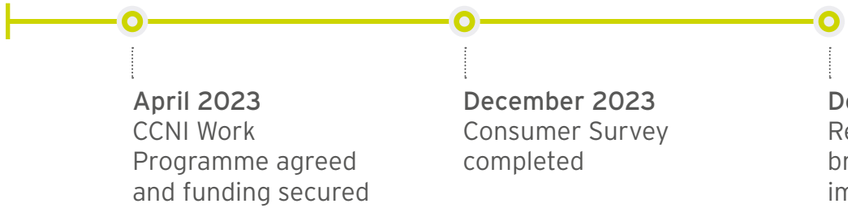
The CCNI will lead on this action, building it into its work programme for the 23/24 year and secure the funding necessary to conduct the survey of consumers.

A consumer survey specific to NI will be tendered and undertaken by December 2023.

[11] The consumer experience at public chargepoints - GOV.UK (www.gov.uk)

It will produce a series of recommendations to be implemented by the relevant NI Executive Department either through a Code of Practice or, where appropriate, legislation by the end of 2024.

TIMELINE



EV Charging at Park and Ride Sites

CURRENT POSITION

In developing the Action Plan the Task-Force has highlighted the need to develop charging infrastructure at Park and Ride sites to encourage onward travel, by either public or shared transport, as well as more Rapid en route charging.

The Sustainable Transport Hierarchy prioritises active travel, public transport and then sharing of transport and in order to support this the Department for Infrastructure has developed a network of Park and Ride sites at key locations along the road network.

The public transport provider, Translink, has also developed its Park and Ride sites at railway stations to encourage modal shift.

Currently the Park and Ride sites make minimal provision for electric vehicles.

ISSUE

Whilst we have seen an expansion in the development of Park and Ride sites there is currently extremely limited provision for EV charging at these sites.

This lack of charging infrastructure could be seen as discouraging EV owners from either shifting mode or sharing transport, which are key elements of the Sustainable Transport Hierarchy.

A number of these sites such as those at Claudy, Toomebridge, Dunsilly, Castledawson and Maghera are situated along one of our key transport corridors linking to the North West and also have a role to play in provision of DC Rapid en route charging.

The Task-Force has, through the EVANI, received evidence of how other jurisdictions are progressing this area and recommends the Department for Infrastructure brings forward EV charging infrastructure at DfI Park and Ride sites as a priority.

ACTION

The Department for Infrastructure will carry out a feasibility study at its Park and Ride sites which will recommend an appropriate mix of AC and DC chargers required at sites by June 2023.

The study will consider the legislative requirements to make blocking an EV charger at its Park and Ride sites an enforceable offence.

The Department for Infrastructure will develop costings by June 2023 to support securing the funding to deliver a project, which will see the installation of EV charge points at its Park and Ride sites, with the first of these becoming operational by April 2024.

The project should initially see charge points being operational, but must also be a rolling upgrade to increase provision, as the critical mass of EVs increases and demand for charging develops.

TIMELINE

June 2023
Feasibility Study including costings produced

September 2023
Procurement completed

April 2024
First charge points operational

December 2024
Charge points operational at all sites

Next Step Actions

The Task-Force has identified and agreed these key Actions as a first phase Action Plan to be progressed as a priority if we are to have a fit for purpose EV charging infrastructure.

The Task-Force will now review other key areas and bring forward further Actions to be addressed. Particularly, in the areas of charging for those without access to off-street parking (in some urban areas only 60% of people have access to off-street parking), and the development of local EV infrastructure plans.