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# ROADS Services Training Group

## LOCAL AUTHORITY ROADS CONFERENCE and EXHIBITION - 2022

Radisson Blu Hotel & Spa, Sligo, May 2022



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# LOCAL AUTHORITY ROADS CONFERENCE and EXHIBITION – 2022

## **Electrification of Fleet and EV Charging: Local Authority Guidance Document**

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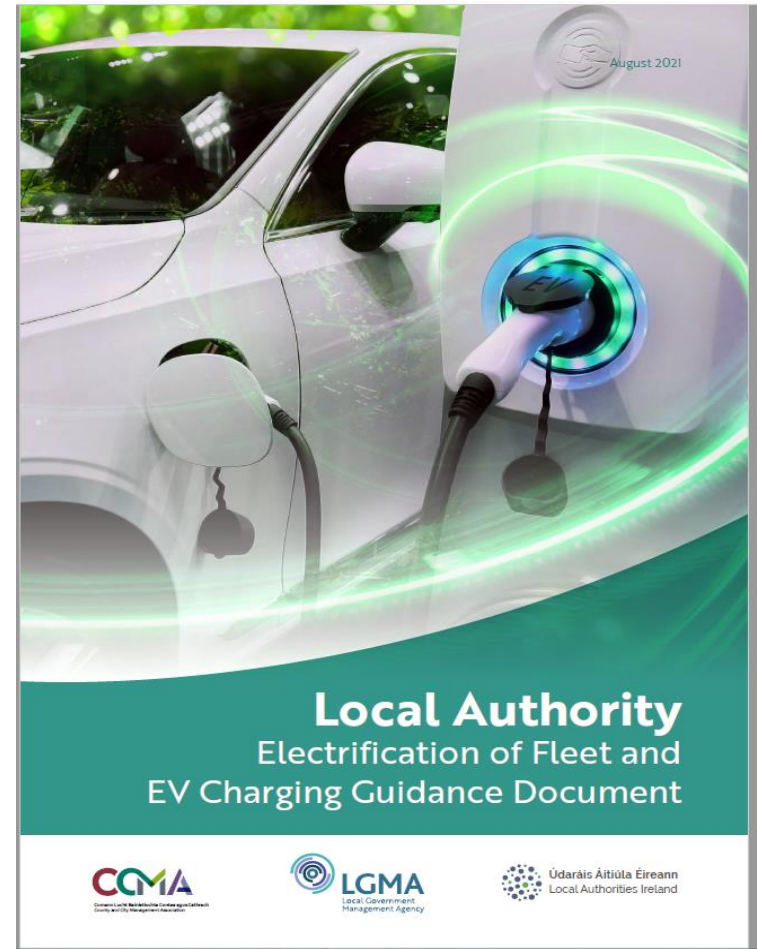
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- Guidance Document
- Developed by CCMA Climate Action Transport and Networks Committee
- Working Group led by Breege Kilkenny, DoS, Wicklow County Council
- Published August 2021





## Consultation

- Cork City Council
- Department of Environment, Climate and Communications
- Department of Transport
- Donegal County Council
- Dublin City Council
- Dublin Climate Action Regional Office (CARO)
- Dun Laoghaire Rathdown County Council
- Element Energy Ltd
- ESB Networks
- Fingal County Council
- Laois County Council
- LGMA
- Limerick City and County Council
- NSAI
- South Dublin County Council
- Sustainable Energy Authority of Ireland with assistance from Conor Molloy (AEMS) & Mark Daly (Eninserv)
- Wicklow County Council



## Guidance Document Overview

- The focus of the guidance is to outline key areas that local authorities should consider.
- The aim is for a user friendly and concise document of information, supported by appendices with more detail and specifics
- The document has 5 main sections:
  - Role of LAs in Electrification of Fleet and installing EVCPs
  - General Guidance – Understanding the Basics
  - LA Fleet Electrification
  - Public Charging Infrastructure
  - Conclusions and Recommendations



## Role of LAs

- **Local government is key to supporting & delivering** on Ireland's National Climate Action ambition
- Increasing the number of electric vehicles (EVs) on our roads is one of the Government's key interventions. **LAs can lead with the electrification of appropriate LA Fleet vehicles.**
- **LAs will continue to lead** in the installation of the infrastructure for public EV charge points (EVCPs) particularly in support of a 'just transition' for the c. 20% of homeowners who cannot charge at home.
- In the longer term **it is the energy market that will sustain** the provision of EVCPs across communities.
- **Grant support for LAs** through the SEAI for the installation of on-street EVCPs is financially challenging for the sector, this accounts for some of the low uptake by LAs of this grant provision.
- There is a **need for stronger commitment from energy suppliers**, both in terms of network capacity and provision of EVCPs, possibly incentivised by Government.
- The **role of LAs in the medium to longer term will graduate to provide support and assistance to EVCP operators** in the operation and maintenance of installed public charging facilities.



## Understanding the Basics

Consultations undertaken to source the most up to date information on what is currently available in terms of:

- EVs
- EV charging
- EVCP installation.



SAE J1772



Type 2 Connectors  
(Mennekes)



SAE Combo



CHAdeMO

There is also an overview on EVCPs and EV capability, EV types, charge connectors, electrical connection guidelines and future trends.





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## LA Fleet Electrification

- Options for LAs considering the transition of their fleet to EVs - where viable
- Information on procurement frameworks
- Considerations LAs should take into account prior to installing EVCPs for the LA fleet.







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## Public Charging Infrastructure

Information presented in this part of the **guidance relates to public charging infrastructure** and is **separate to the installation of EV charge points deployed for LA fleet use only**. It sets out to assist LAs in the development of their EV and EVCP strategies by:

- Providing **information** to address **assessment of needs, planning considerations** and recommendations from the Low Emission Vehicle (LEV) Task Force.
- Availability of **data on trends and usage from existing charge point networks** e.g. ESB ECars and CSO statistics on licensed E Vehicles.
- Number of **Business Model scenarios** for the operation of EVCPs.
- **Illustration costs associated with EVCPs, local authority EVCP case studies**, current funding and sample payback scenarios.
- LAs are strongly advised to review the '**Electrical Connection Considerations**' section of the guidance document.



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## Conclusions and Recommendations

This final section **summarises the information of the guidance document** and presents a number of conclusions and recommendations for LAs to consider including:

- **Development of an EV and EVCP strategy** in each LA's administrative areas or regions, including governance and reporting structures
- **Section and individuals within the LA who are best placed to progress** the fleet transition and the implementation of the EV charging infrastructure should be identified
- **Assessment of needs, siting of EVCP locations, business models** as part of EV and EVCP strategies
- Relevant **planning** legislation and **building regulation** requirements
- Appropriate policies in **County Development Plans**
- **Medium / Fast charging Hubs** on outskirts of urban areas to support tourists and visitors



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## Conclusions and Recommendations, contd.

- Provision of public EVCPs is **financially challenging** for the LA sector.
- **Civil Works** at optimum locations have incurred significant costs in some LA areas.
- Notwithstanding, **LAs are already leading in the provision of EVCPs** to kick-start the gap in EV charging infrastructure particularly in rural and visitor locations as well as in support of the principles of a 'Just Transition' for home owners who do not have access to home charging.
- Provision of **EVCPs for public usage** to date have **largely been confined to pilot projects without tariffs for usage**.
- In the **medium to long term the role of LAs will graduate to provide support and assistance to EVCP operators** for the operation, maintenance and customer support required for public EVCPs.



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LAs can continue to both lead and assist with the national effort on decarbonisation by the electrification of the LA fleet where technology, cost differential and resources allow, and to also lead in the initial provision of EV charging infrastructure to promote zero emission EV ownership and use.

# Thank you