

Electric Vehicles and Infrastructure

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Electric Vehicles and Infrastructure

Electric vehicle charge points

- 55 Locations
- 95 Charge points
- 216 Sockets – 22 x triples, 68 x twins and 5 x singles
- Blink, Equaans and Chargemaster
- 22 x triple 50kW rapid chargers
- Rest are fast chargers at 7KW



Electric Vehicles and Infrastructure

Electric vehicle charging points

- Use of the currently deployed public charge points is fairly low but increasing each quarter
- BMDC receives revenue from these EVCPs – low but increasing
- Use of the EVCPs for council vehicles is high but does reflect a charge time issue
- All current deployments are off street parking
- Funding mainly from the ORCS programme



Electric Vehicles and Infrastructure

Current Issues

- Cost to use is higher than users could achieve through home charging
- Number of older type charge points are now obsolete and need replacing
- Service and maintenance costs are currently higher than revenue – gap narrowing
- Car parks where EVCPs installed are potentially being sold as part of BMDC asset disposal programme – potentially contravening ORCS funding regs



BMDC Electric Vehicles

- 6 currently deployed in the fleet – vans and refuse truck
- More due to be delivered soon
- Mainly Fiats – not service choice
- RFID cards used for accessing charging which is then charged to the service
- Trials did take place but difficult in a few days to get a feel for the day to day needs of the operatives
- Generally, drivers are ok with how the vehicle operates



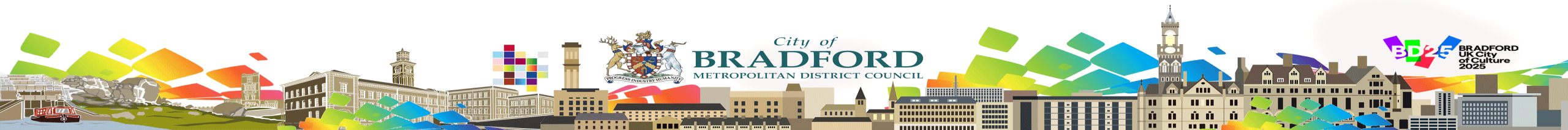
BMDC Electric Vehicles - Issues

- Range anxiety is a reality
- Not suitable for ISG delivering and receiving loads from Doncaster – not enough range
- Speed of charging very slow – combination of power access and vehicle batteries not being able to use rapid charging
- Technical challenge with refuse truck – battery failure – access to failed battery very difficult – no power and wheels locked
- Vehicles take a long time to be delivered from order
- Fiats proving very unreliable



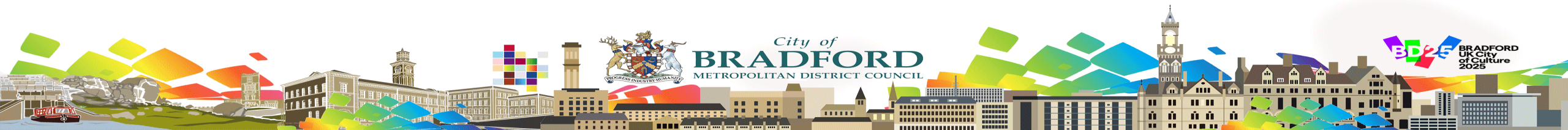
Local Electric Vehicle Infrastructure Programme

- Joint West Yorkshire Combined Authority programme with the 5 West Yorkshire local authorities
- Regular meetings to ensure equal amount of input from each council
- Main objective is to accelerate the deployment of on-street charge points
- Maximise the opportunity to use private sector funding for the projected high use sites – commercially sustainable
- Utilise UK government funding to deploy in low use sites



Local Electric Vehicle Infrastructure Programme

- UK national programme
- WYCA currently evaluating the proposals for the framework of suppliers to work with – aiming for 6 companies
- 300 plus sites identified as potentials in Bradford area
- Variety of areas and types of on-street sites
- Mix of potential high and low use sites
- Hopefully helps deal with the issue of residents trying to run cables from their homes



What next?

- Framework for LEVI to be concluded and projects start to be delivered
- Hopefully UK government provide some useful guidance for how residents can charge their vehicles without off-street parking - instead of unhelpful grants which put all the onus on councils to determine the legalities of who is liable should there be problems with the cross-pavement solutions
- Review and assessment of planned use of electric vehicles with the teams where they will be used
- Trial and testing of new innovative charging point systems either as part of the LEVI or other programmes

