



Electric Vehicle Projects for County Durham

Andrew Shiel
Principal Officer- EV
Infrastructure



Progress & Future

So far...

- Over 300 charging sockets installed (approx. 174 charging installations)
- Trialled XPS – KerboCharge
- Completed ORCS projects and part way through LUF project
- Multiple fleet/depot EVI installations to progress transition

Future

- LEVI application pending (200 sites on housing association land) £3m
- Continue to plot, plan, engage and implement EV charging

Ongoing

- LEVI Pilot (100 sites) 1 of 9 authorities. £1.15m
- LEVI Pilot further award (150 sites, 250 total) £3.2m - £4.35m total
- Approximately £8.8m planned investment into EV charging in County Durham including private investment (Mer and Zest)
- New installation model will see DCC own and install underground assets with CPO leasing socket on which EVCP sits, leaving EVCP ownership with CPO and therefore associated risk/costs. DCC then receives share of kwh used for duration of lease and revenue share



Cross Pavement Solution Trial (XPS)

Durham County Council's trial ended May 1st 2024, and the purpose of the trial was to test determine the long term suitability of the Kerbo product before we consider rolling it out across the County. This is to help residents charge from home where On-Street parking is all they have. The product would go into the adopted highways and hide the cable away.

DCC have produced a report on, on-street charging solutions that has been sent to management, this report has been approved, but further information on process and procedure are being worked on from the Highways Team. Time frame on approval is still unknown.

DCC currently would not approve any on-street charging solution until all processes are in place. The Highways Team at DCC has overall say on what residents can or cannot do in the Highways, and they will not approve anything till a safe product, or products have been signed off. The Highways Team would still need to investigate the area after the report is signed off to determine if the resident can or cannot cross the footway.

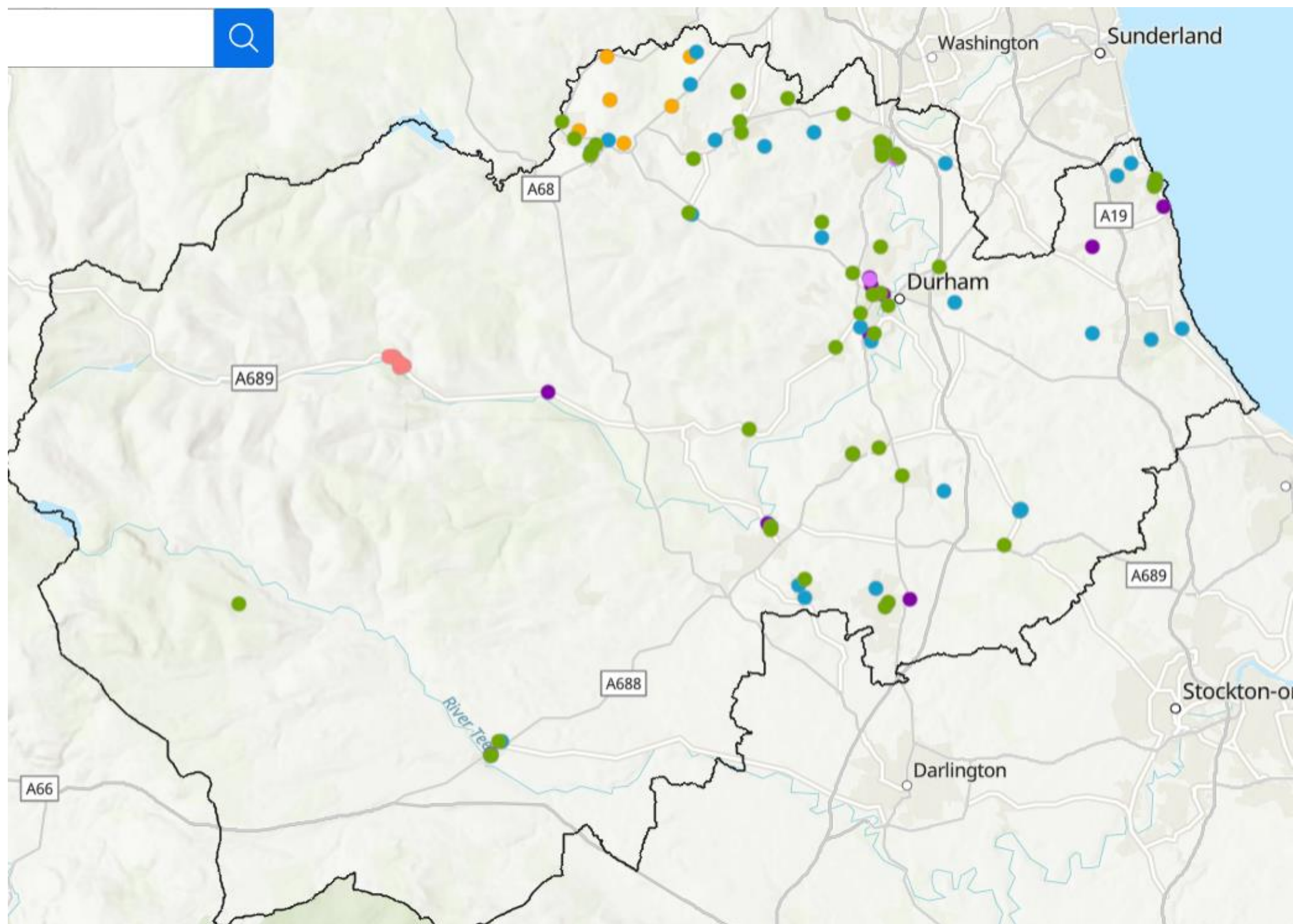
- 26 installs
- Not a solution for everyone
- No Reserving Bays
- Will need to contact neighbours for charging if space no available
- Planning permission is currently needed

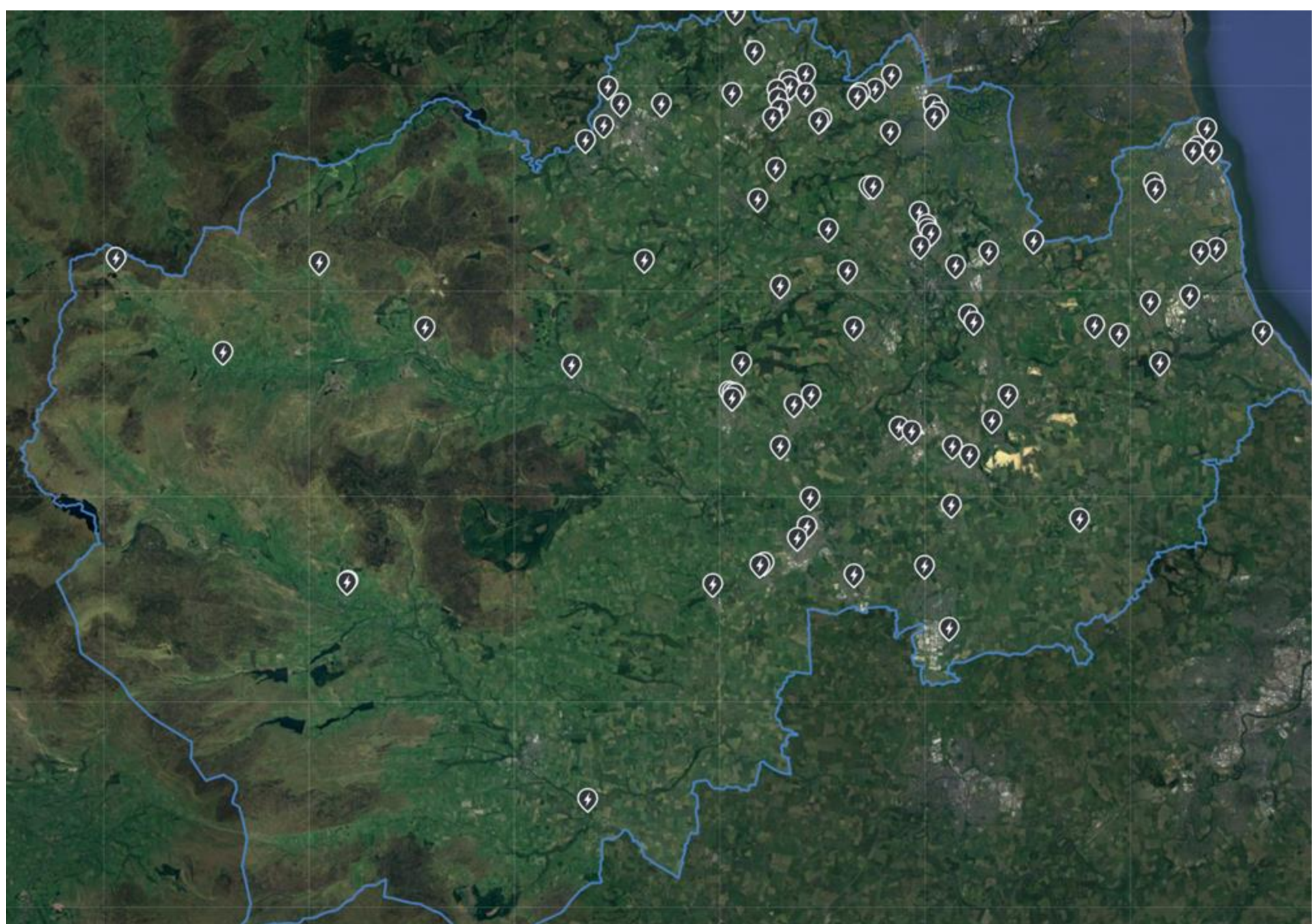
Range of products investigated:

- Gul-e
- Charge Gully
- Pavecross
- Kerbo Charge
- Cable Mat Protectors

Issues faced

- *Lack of suitable locations (established parking areas/DCC owned)*
- *Lack of internal support resources (legal/conveyancing/electric design technicians)*
- *Required power unavailable (single phase power in some areas)*
- *Cost to bring power to site unfeasible (huge fees)*
- *Community resistance (people don't see the need, yet...)*
- *Antisocial behaviour (a constant battle)*
- *Fake news (weight/fire/range/cost)*





Fleet sites



EV Infrastructure Team- Priorities



Secure funding for EV infrastructure.



Monitor EV charger usage and provide statistics on usage



Social Media and communications of EVCPs inc. stakeholder engagement. Communicate with internal services in the council to install EVCP infrastructure. Engage with public/resident enquiries



Plot, plan where to install EVCPs. Ensure new car parks have EV infrastructure via comms with PM's



Provide technical support of EVCPs



Operate the EVCPs with CPO. Assist fleet conversion to EV with infrastructure installations.



Trial latest technology.



Manage expectations – site selection/ Power restrictions!

Some Myth busting

- ***EV's are too heavy!*** Yes they can be heavier than their equivalent ICE counterpart, but not always massively so – heavy ICE vehicles have been around a lot longer (compare SUV's, old petrol BMW X5 is 2.3t – old petrol Range Rover Sport 2.4t for example – a new electric Mercedes EQC 2.4t – info from AutoTrader.
- ***EV's catch fire*** – all available data shows that electric vehicles are much less likely to catch fire than their petrol and diesel equivalents. Take Norway, the country with the world's highest proportion of EV sales. There are between four and five times more fires in petrol and diesel cars than EVs, says the directorate for social security and emergency preparedness. During 2022, Sweden's Civil Protection and Emergency Management Agency reported 23 EV fires in 611,000 EVs – that's 0.004 percent of all battery-powered cars – info from greenfleet.
- ***Theres no where to charge!*** At the end of March 2025, there were 76,840 electric vehicle charging points across the UK, across 38,737 charging locations and 111,515 connectors
- ***Theyre all too expensive!*** 1 in 3 second-hand EVs are under £20,000 - 21 new electric cars with RRP under £30,000
- ***Theyre not cheaper to run*** - Owners can save up to £750 a year vs petrol if they mostly charge at home
- ***The range is poor*** - Most modern EVs have enough charge for more than 2 weeks driving for most people. The average range of a new EV is 236 miles. On average, Brits drive 127 miles a week with the most common uses being grocery shopping (11 miles), visiting friends and family (22 miles) and shopping for other goods (7 miles). A single charge typically lasts up to 250 miles meaning the average household in the UK would need to charge their electric vehicle less than once a week
- More information and data can be found here:

<https://www.autotraderinsight-blog.co.uk/auto-trader-insight-blog/dispelling-the-common-myths-around-electric-vehicles>

<https://www.zap-map.com/ev-stats>



Thank you for
listening!

Any Questions?

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