Appendix 1: EVC infrastructure development methodology ς UPDATED 9.11.21

Aim: to inform Part Two of the EVC strategy, with a view to arriving at a consolidated long list of future EVC sites across various asset groups. Focus on network coverage [addressing any gaps in the existing network], with network expansion [expansion of existing provision on existing sites] to follow. Focus on equity.

Infrastructure should be split into three distinct themes, with a default charger type /composition per theme:

Theme 1 ς charging on the move [rapid [50kw] ς 90mins to 2 hours to fully charge]

This theme should provide rapid chargers at/on/near the public road network [and as that relates to car ferry routes].

The assumption is that users will utilise these chargers while 'on the move' for a 'top up', therefore these should be in the fastest charging category.

Theme 2 ς destination charging [fast [22kw] ς charge in 4 hours; slow [7kw] ς charge in 7 hours]

This theme should provide fast chargers at locations where users are likely to leave their cars for an extended period of time such as long stay off-street car parks, with the default charger in these locations being fast.

Slow chargers may be considered for transport hubs/park and ride facilities where users are likely to leave their vehicles overnight.

Theme 3 ς residential charging [slow [7kw] ς charge in 7 hours]

This theme should provide overnight charging capability for residential housing which lacks on street parking, either retrospectively [likely 5.2 46.7 Tm[() TJ1 0 0 1 122.4 515.2 T ial cap f e ressucRauin 3 0 3(2720(6-0-5()

Gaps every 25-35 minutes	
Hierarchy	Priority rating
A roads Principal car ferry ports [mainland side]	1
B roads Principal car ferry ports [island side] Car ferry ports [mainland side]	2
C roads Car ferry ports [island side]	3
U roads	4

Note: this is a theoretical methodology at this point – it is unlikely that significant gaps will exist further down the priority rating/hierarchy.

Theme 2 – destination charging

This theme should provide for charging infrastructure where users are likely to leave their cars for an extended period of time.

Sites should be in Council ownership as part of existing medium-long stay parking provision
Sites not in Council ownership can be considered if necessary to fill a network gap. Locating chargers at site within Council ownership would be preferable.

At least one fast charger		
Hierarchy	Coverage	Priority rating
Towns 1,000 – 2,000 Principal ferry ports [mainland side] Rail park and rides Airport [mainland]	One car park All All All	1
Towns 2,000 to 5,000 Principal ferry ports [island side] Ferry ports [mainland side]	25% of off-street car parks [largest to smallest or as appropriate for local needs] All All	2