

Charging Up



Policies to deliver a comprehensive network of public EV chargepoints.

By Ed Birkett and William Nicolle

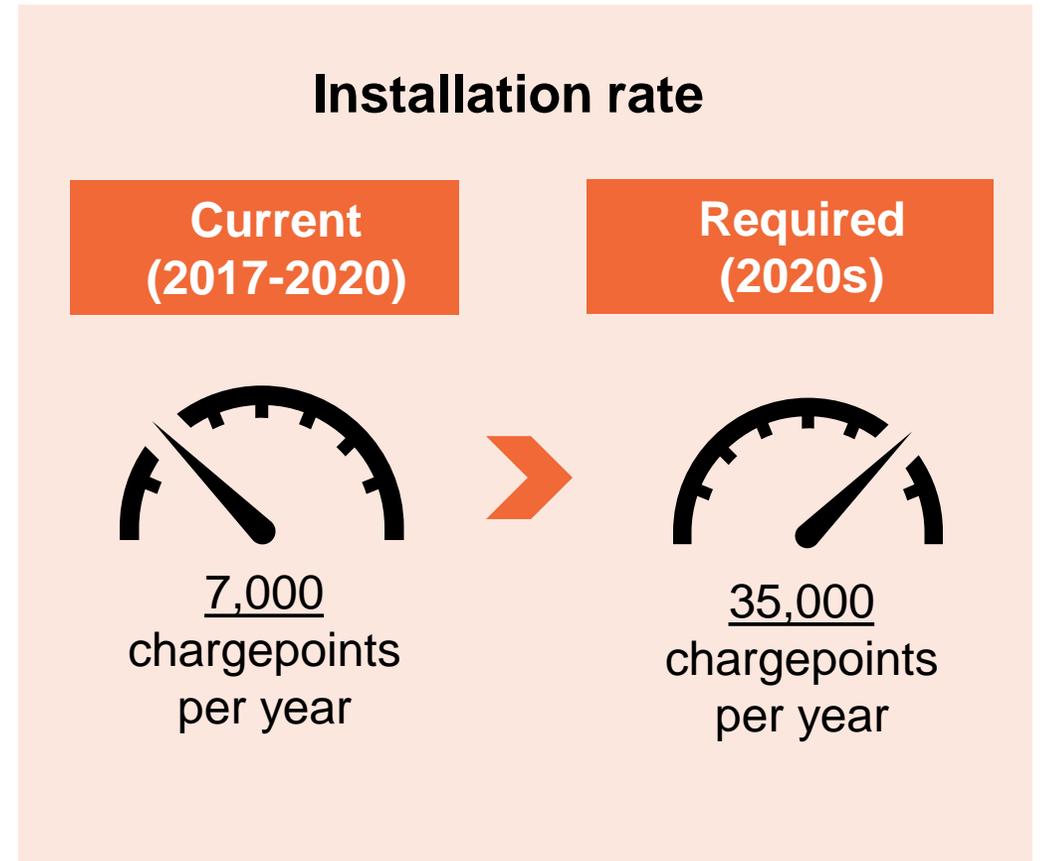
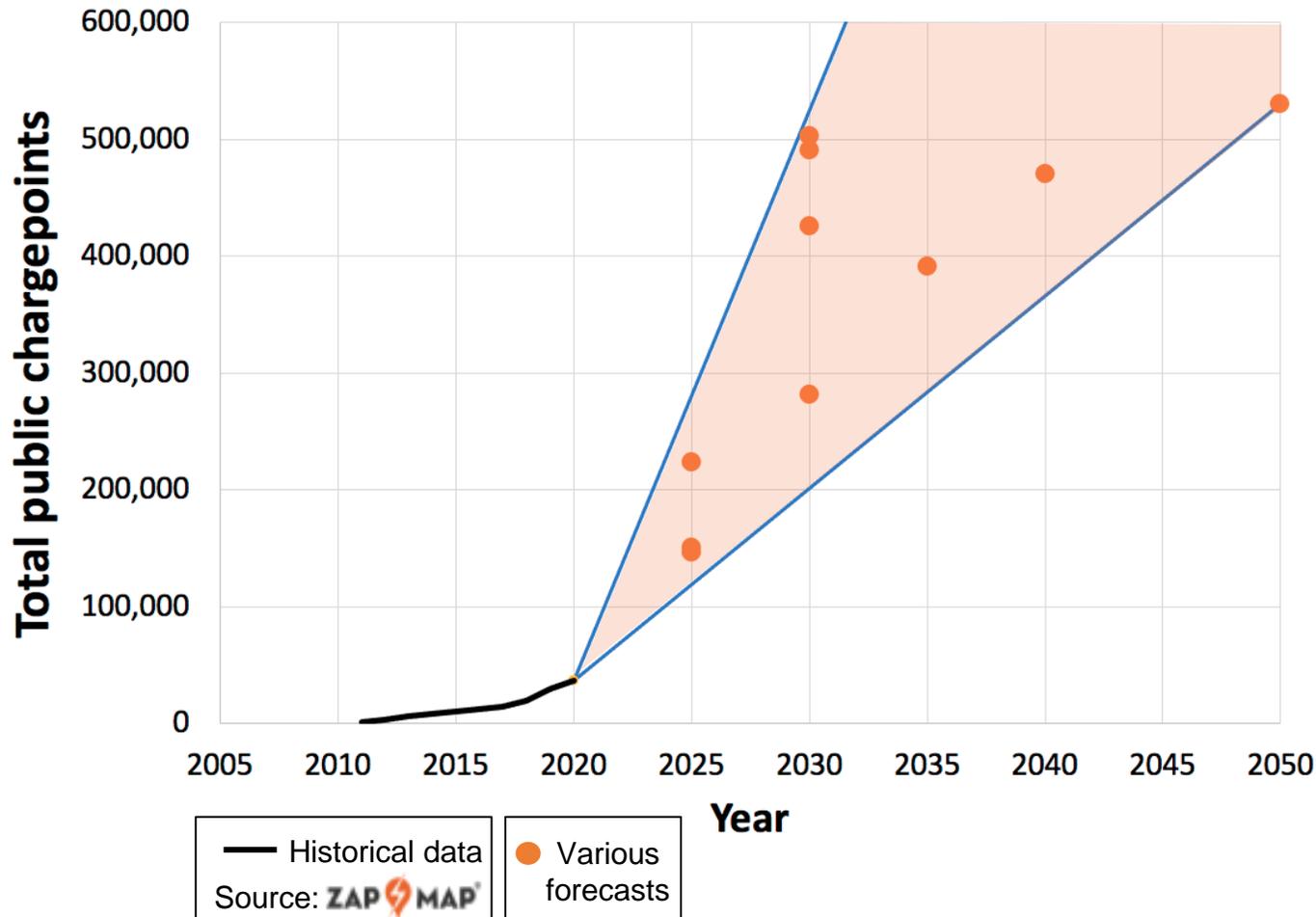
Foreword by Simon Clarke MP

Edited by Benedict McAleenan

<https://policyexchange.org.uk/publication/charging-up/>



During 2020s, public EV chargepoints need to be installed five times faster than the current rate



Where should the government intervene?



Risk of under provision in some areas, particularly rural areas.



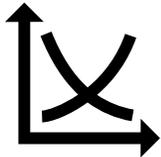
Lack of resources in Local Authorities to help with the rollout of EV chargepoints.



Need for high-powered 'strategic grid connections' in some key locations.
E.g. motorway service areas.



Interoperability* and reliability of chargepoint networks.



Risk of local monopolies and excessive pricing in some locations.

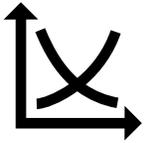
*Interoperability is the ability to use different chargepoint networks easily.

Driving an EV should be affordable and convenient for all

Affordable



Find innovative solutions



Leverage competition between chargepoint operators



Protect drivers from excessive prices

Convenient



Drivers should feel confident driving anywhere in the UK



EV charging experience should be better than refuelling a petrol or diesel vehicle

Policy Recommendations

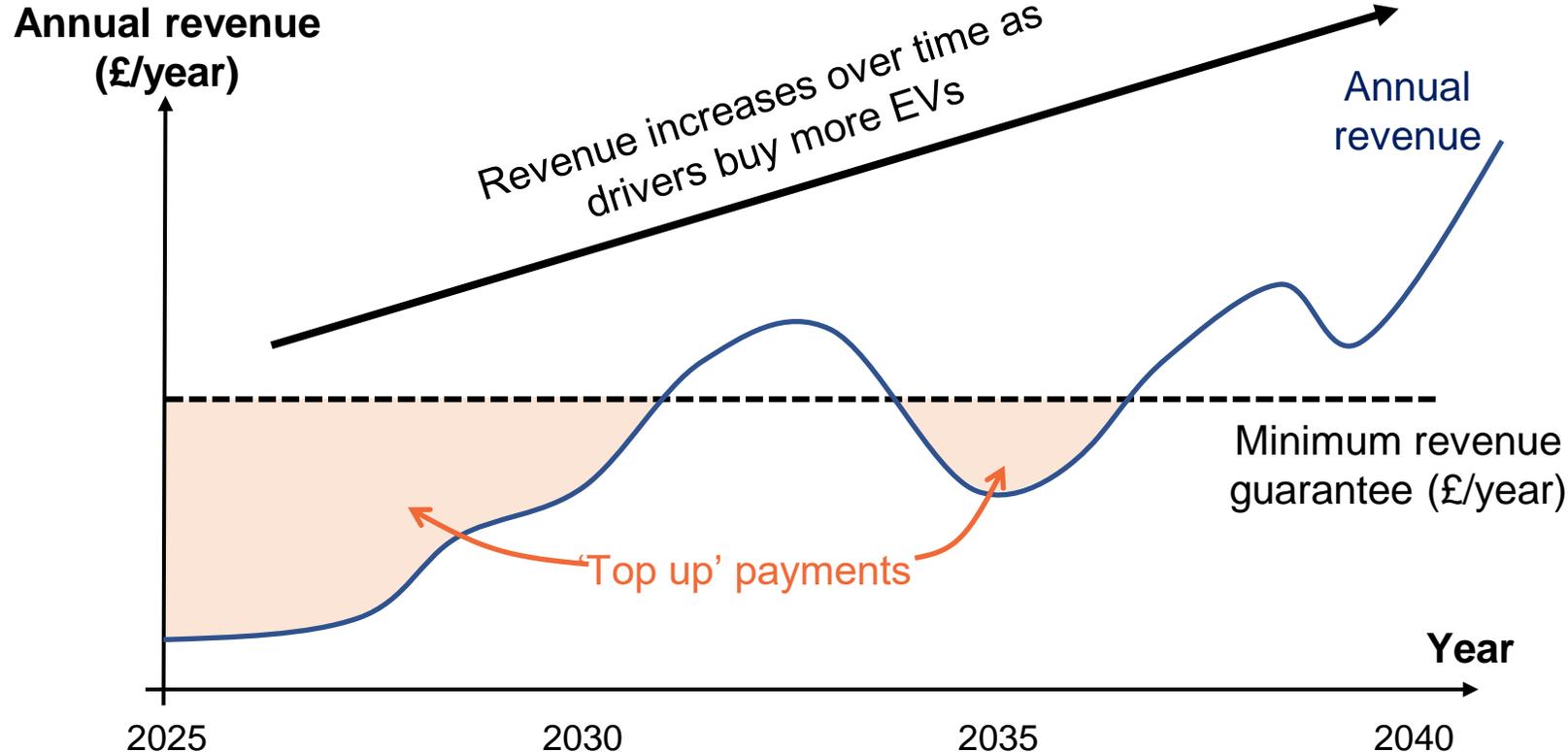
#	Recommendation
1.	In areas that are underserved, Government should procure chargepoints through competitive tenders.
2.	Fund dedicated 'Chargepoint Teams' inside Local Authorities.
3.	At key locations, tender for high-powered chargepoints and associated 'strategic grid connections'.
4.	Where chargepoints receive public support, regulate the maximum price charged.
5.	Where chargepoints receive public support, they must be easy to use and reliable.

Recomm.

1

In areas that are underserved, the Government should procure chargepoints through competitive tenders

Government should give chargepoint operators a minimum annual revenue guarantee

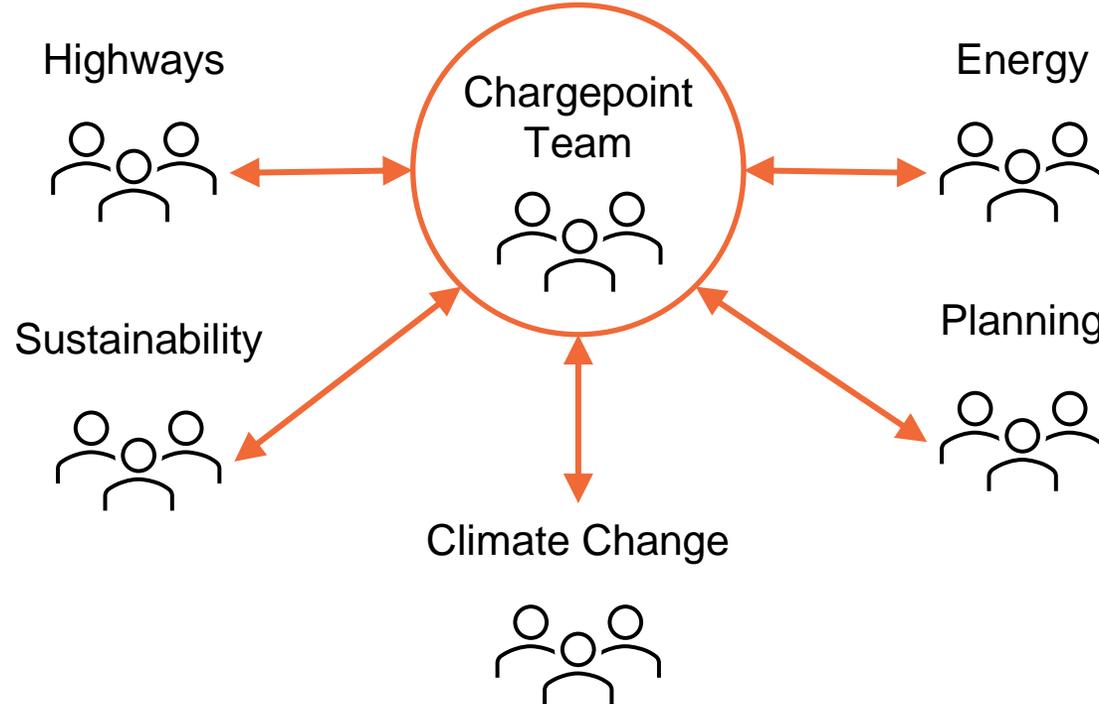


- 'Minimum revenue guarantee' would help operators to finance more chargepoints at lower cost.
- Target underserved areas only, to avoid crowding out private investment in chargepoints.

Recomm.

2

The Government should fund dedicated 'Chargepoint Teams' in Local Authorities

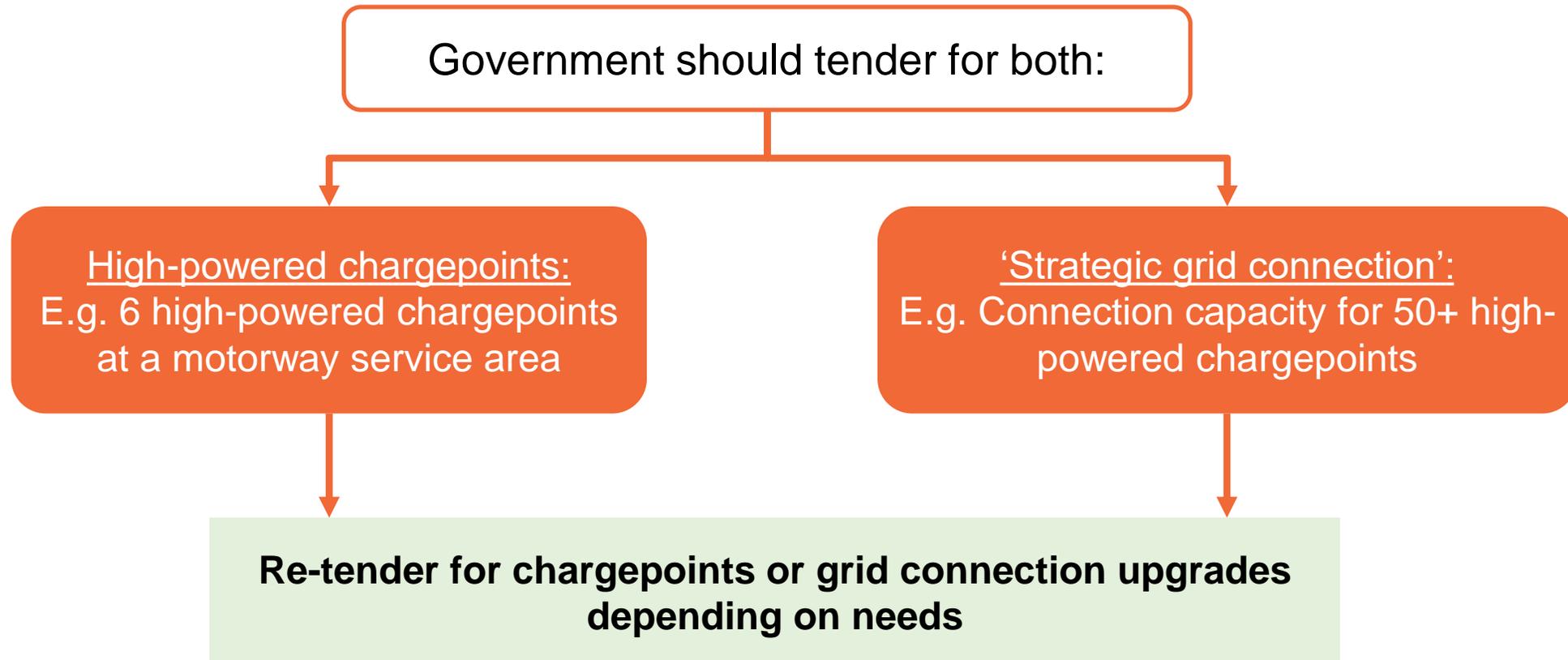


- Local Authorities are key to rolling out chargepoints in residential areas.
- EV charging needs dedicated staff to coordinate with chargepoint operators and across departments.
- 'Chargepoint Teams' would facilitate the rollout of chargepoints in their area.

Recomm.

3

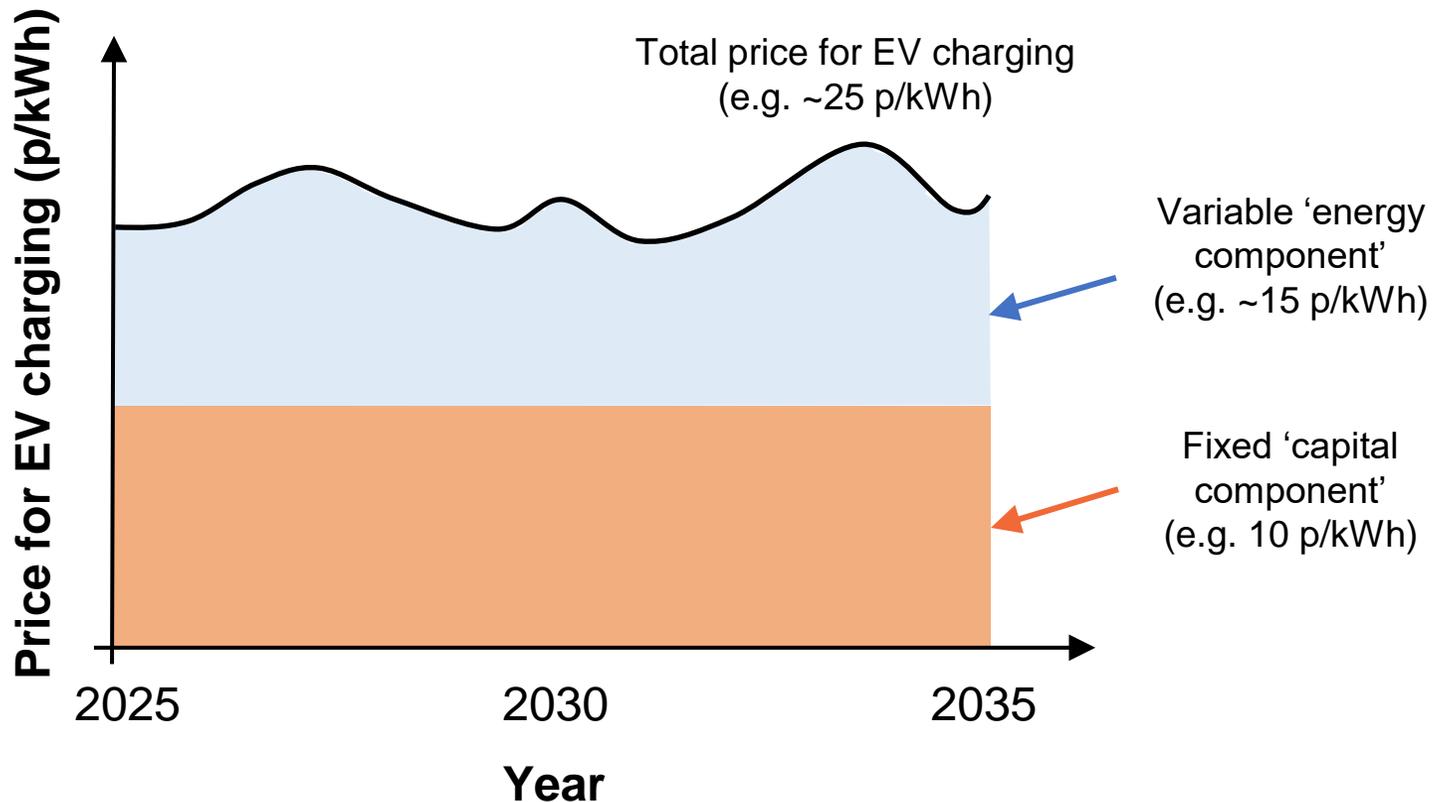
At key locations, tender for high-powered chargepoints and associated 'strategic grid connections'



Recomm.

4

Where chargepoints receive public support, Government should regulate maximum price charged



- Once chargepoints are built, they can be a monopoly, particularly for on-street residential chargers.
- Chargepoint operators may be able to charge very high prices.
- Government should regulate the maximum price charged.
- Price should be split into fixed capital component and variable energy component (set by Ofgem).

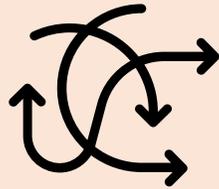
Recomm.

5

Where chargepoints receive public support, they must be easy to use and reliable

EV drivers often complain that:

**Difficult to use
different
networks**



E.g. Requires multiple apps

**Chargepoints
can be
unreliable**



Contributes to 'range anxiety'

Therefore, chargepoints operators should:

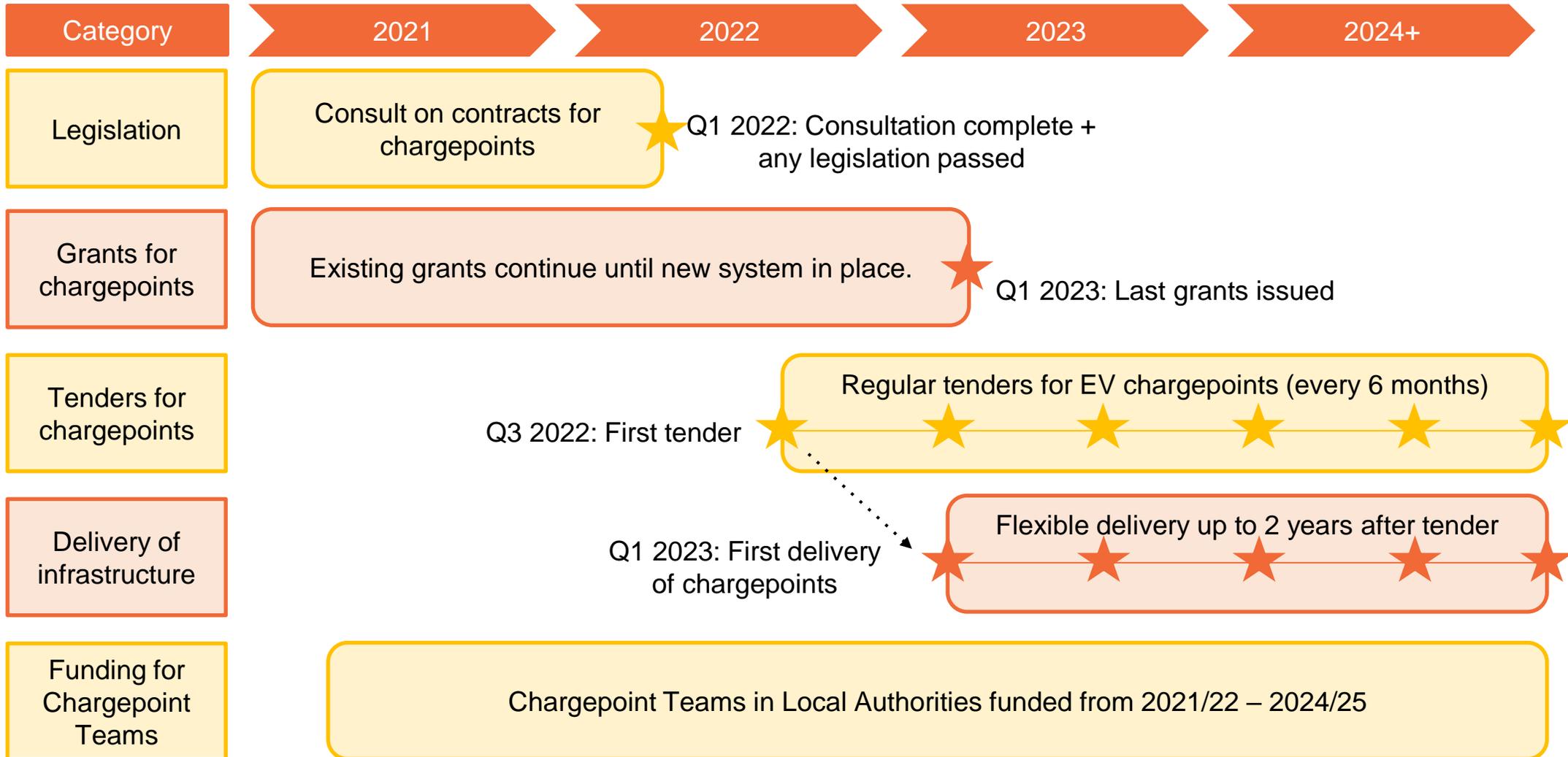


- Provide full interoperability and live data sharing
- Allow drivers to pay through a single app.



- Ensure chargepoints are highly reliable.
- Repair broken chargepoints quickly.

Recommended Policy Timeline



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