

Place and Resources Overview Committee

15 July 2025

Electric Vehicle Infrastructure Strategy 2025-2028

For Decision

Cabinet Member and Portfolio:

Cllr J Andrews, Place Services

Local Councillor(s):

All

Executive Director:

J Britton, Executive Director for Place Services

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Report Status: Public [Choose an item.](#)

Brief Summary:

This is an updated Electric Vehicle (EV) Charging Infrastructure Strategy for 2025–2027 to support the transition to net-zero emissions by 2045. The strategy builds on the 2021–2023 plan and outlines a comprehensive approach to expanding and improving EV charging infrastructure across the county.

Recommendation:

That the Committee reviews and provides feedback on the refreshed Electric Vehicle Infrastructure Strategy to be published as a supporting strategy to the Joint Local Transport Plan 4.

Reason for Recommendation:

The strategy sets a clear roadmap for Dorset Council with the transition to electric mobility, ensuring infrastructure keeps pace with demand while supporting environmental and economic goals. The feedback of the Committee

will be considered ahead of the strategy being formally signed off by Cllr Jon Andrews, Cabinet Member for Place, and published on the council website.

1. Report

- 1.1 The Council's vision is to ensure that residents, businesses, and visitors have access to reliable, accessible, and convenient EV charging.
- 1.2 The strategy aligns with national and local climate goals and supports the Dorset Council Plan 2024–2029. Key objectives include:
 - Expanding public charging infrastructure.
 - Supporting fleet and workplace electrification.
 - Enhancing accessibility and user experience.
 - Leveraging public and private investment.
- 1.3 The strategy covers eight key areas:
 - (i) Destination and hub charging.
 - (ii) Residential on-street charging.
 - (iii) En-route charging/charging hubs.
 - (iv) Council estate charging.
 - (v) Workplace charging.
 - (vi) Development policy integration.
 - (vii) Fleet, bus, and taxi charging.
 - (viii) Cross-pavement home charging.
- 1.4 Areas not currently in scope include freight transport, hydrogen fuel, and e-bike infrastructure.
- 1.5 Progress to date, between 2021 and 2025, Dorset Council has:
 - Installed 76 council-sponsored public fast, rapid and ultra rapid charging points.
 - Secured over £3 million in public and private funding.
 - Engaged with communities and stakeholders.

- Supported fleet and workplace charging initiatives.

1.6 Challenges include:

- Meeting growing demand - Dorset is expecting a significant increase in electric vehicle (EV) ownership, with projections suggesting up to 104,000 EVs in the county by 2030. To support this, the Council estimates that between 1,970 and 2,460 public chargepoints will be needed. This represents a major scaling-up of infrastructure, requiring careful planning, investment, and coordination with private sector partners.
- Seasonal tourism surges - Dorset's popularity as a tourist destination means that demand for EV charging spikes during the summer months. For example, some chargepoints saw a 35% increase in usage in August 2024. The Council must ensure that infrastructure can cope with these seasonal peaks without compromising the service for residents.
- Rising infrastructure costs - The cost of installing and maintaining EV chargepoints is increasing, particularly in rural areas where private investment is less viable. Dorset Council must secure additional government grants, reinvest revenue from existing chargepoints, and attract private sector funding to meet these financial challenges.

1.7 Opportunities include:

- Revenue generation - As the EV network expands, Dorset Council anticipates increased income from chargepoint usage. This revenue can be reinvested into further infrastructure development or used to support related services and programmes.
- Improved air quality - A shift to electric vehicles will reduce harmful emissions from petrol and diesel engines, leading to cleaner air. This will benefit public health, particularly for vulnerable groups such as children, the elderly, and those with respiratory conditions.
- Technological advancements in EVs and charging systems - Rapid progress in EV and battery technology is making vehicles more efficient, with longer ranges and faster charging times. Innovations such as ultra-rapid charging, smart tariffs, and plug-and-charge systems will enhance user experience and encourage wider adoption of EVs.

1.8 The Council will adopt an agile, evidence-based strategic approach, focusing on:

- Data-driven site selection - The Council will use data from resident requests, visitor behaviour, and third-party sources to identify the most suitable locations for new chargepoints. This ensures that infrastructure is placed where it is most needed and will be most effective.
- Collaboration with Chargepoint Operators (CPOs), landowners, and stakeholders - Dorset Council will work closely with CPOs, local landowners, and organisations such as the NHS and emergency services to deliver a well-distributed and reliable charging network. This collaborative approach will help overcome logistical and financial barriers.
- Promoting inclusive and accessible infrastructure (PAS 1899 compliance) - The Council is committed to ensuring that all new chargepoints meet the British Standards Institute's PAS 1899 guidelines for accessibility. This includes considerations for disabled users, such as wider bays, dropped kerbs, and clear signage.
- Supporting renewable energy integration - Wherever possible, Dorset Council will integrate renewable energy sources into its EV infrastructure. This supports the county's broader climate goals and ensures that the transition to electric vehicles contributes to a genuinely low-carbon future.

1.9 Progress will be tracked using Key Performance Indicators (KPIs) covering EV uptake, chargepoint availability, usage, reliability, customer satisfaction, and funding. Oversight is provided by the Public EV Charging Infrastructure Programme Board.

2 Financial Implications

2.1 The strategy anticipates the need for 1,970–2,460 public chargepoints by 2030. Dorset Council may need to sponsor up to 67% of these, equating to up to 1,670 chargepoints. We plan to do this by:

- Continue applying for central government grants
- Reinvest profits from existing chargepoints
- Partner with private Chargepoint Operators (CPOs)

- Support schools and public services in accessing workplace charging grants

2.2 As the network grows, revenue from chargepoint usage is expected to increase. This income could be reinvested into:

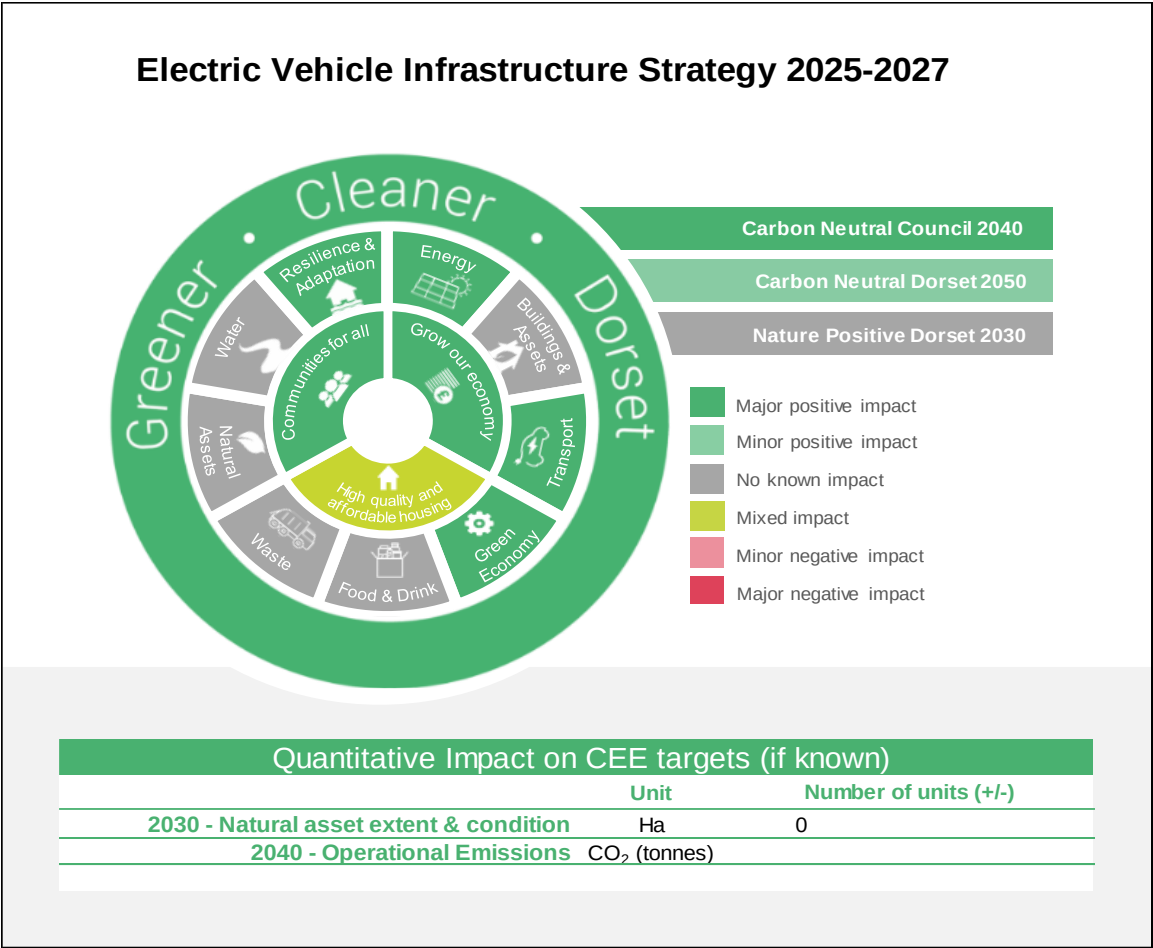
- Expanding the network
- Supporting operational and maintenance costs
- Funding project and contract management

2.3 Identified cost challenges include:

- Rising installation and maintenance costs are noted as a barrier.
- Grid capacity upgrades and site-specific constraints (especially in rural areas) may increase costs.
- Tourism-driven seasonal demand requires infrastructure that can handle peak loads, potentially increasing upfront investment.

3 Natural Environment, Climate & Ecology Implications

3.1 Climate wheel showing impacts:



- 3.2 Dorset Council Electric Vehicle Charging Infrastructure Strategy 2025–2027 closely aligns with the Council’s broader environmental goals and the Natural Environment, Climate and Ecology Strategy 2023–2025, which sets targets for carbon neutrality by 2035 for the Council and 2045 for the county. It also complements efforts to reduce car travel and encourage modal shift to public and active transport.
- 3.3 This strategy supports this ambition by promoting a shift from petrol and diesel vehicles to zero emission electric vehicles (EVs), significantly reducing tailpipe emissions. This will also help to reduce pollutants such as nitrogen dioxide and particulate matter thereby improving air quality which will benefit public health, particularly in urban areas and near busy roads.
- 3.4 The strategy encourages the use of renewable energy sources to power chargepoints, reducing reliance on fossil fuels. It includes collaboration with Distribution Network Operators (DNOs) and the National Grid to ensure sustainable energy supply.
- 3.5 The Council will use data-driven site selection to minimise environmental disruption and support nature recovery. Chargepoints will be installed with care to avoid pavement obstructions, protect biodiversity, and maintain landscape character, especially in rural and heritage-sensitive areas.
- 3.6 With 74% of visitors travelling by car, the strategy ensures that tourist destinations are equipped with EV infrastructure, reducing the environmental impact of tourism.
- 3.7 The strategy supports smart charging, time-of-use tariffs, and future-proof technologies, which contribute to more efficient energy use and reduced environmental strain.

4 Well-being and Health Implications

4.1 The Well-being and Health Implications of the Dorset Council Electric Vehicle Charging Infrastructure Strategy 2025–2027 are largely positive as outlined below.

- Improved Air Quality - Reduced air pollution contributes to lower incidence of asthma and other respiratory conditions, decreased risk of heart disease and stroke, and improved mental well-being due to cleaner, quieter environments.
- Safer and More Inclusive Streets - Careful consideration of location of chargepoints will avoid pavement obstructions, supporting safe walking and cycling. Adoption of accessibility standards will ensure EV infrastructure is usable by disabled and older people, enhancing mobility and independence.
- Equity and Access - By targeting areas with limited off-street parking, the strategy ensures that EV adoption is not limited to those with private driveways. This supports social inclusion and ensures that the health and economic benefits of EVs are more widely shared.
- Reduced Noise Pollution - EVs are significantly quieter than internal combustion engine vehicles, contributing to lower noise levels in residential and rural areas, which can reduce stress and improve sleep quality.

4.2 The strategy complements broader efforts to promote active travel and public transport, contributing to a more balanced and health-conscious transport system.

5 Other Implications

5.1 In addition to environmental, health, and financial implications, the Dorset Council Electric Vehicle Charging Infrastructure Strategy 2025–2027 has several other important implications:

- Economic Implications - The strategy supports Dorset Council's Local Economic Growth priorities by improving infrastructure that attracts investment and supports tourism. The expansion of EV infrastructure may create jobs in construction, maintenance, and technology sectors. Workplace charging and fleet electrification help businesses reduce costs and emissions, while also supporting employee EV adoption.

- **Technological Implications** - The strategy supports smart charging, time-of-use tariffs, and ultra-rapid charging, encouraging innovation and future-proofing infrastructure. Site selection and performance monitoring are based on GIS analysis, usage data, and resident input, enabling responsive and efficient deployment.
- **Policy and Governance Implications** - The strategy supports the UK Government's Road to Net Zero, Charging Ahead EV Infrastructure Strategy, the LEVI fund objectives, and regional transport strategies. The strategy is integrated with planning policy, including provisions for integrating EV infrastructure into new developments through planning requirements. Oversight is provided by the Public EV Charging Infrastructure Programme Board, ensuring strategic alignment and accountability.

6 Risk Assessment

- 6.1 There is a significant risk that if this strategy is not adopted, Dorset Council will not be eligible to bid for future funding to enable the installation of the necessary EV charging infrastructure.
- 6.2 There is a risk register which sits at delivery level rather than at strategy level as risks are more associated with programme delivery.
- 6.3 **HAVING CONSIDERED:** the risks associated with this decision; the level of risk has been identified as:
 - **Current Risk:** MEDIUM as without future funding the programme cannot be delivered.
 - **Residual Risk:** LOW as funding for the duration of this strategy is secured

7 Equalities Impact Assessment

- 7.1 The strategy incorporates key actions to ensure equality of access, opportunity, treatment, and outcomes for all. These include:
 - Prioritising the installation of chargepoints in areas with limited off-street parking.
 - Requiring compliance with PAS 1899, the accessibility standard for public Electric Vehicle (EV) charging points developed by the British Standards Institution, through procurement processes.

- Supporting digital inclusion via the Community Digital Champions programme.
- Ensuring wider and longer parking bays where achievable to facilitate easier access for all users.

7.2 Identified adverse impacts include:

- Trip hazards from trailing cables, particularly affecting older people, disabled individuals, carers, and parents with pushchairs.
- Challenges with technology, such as mobile apps, for those without smartphones or with limited digital skills.
- Physical difficulties in handling charging cables for individuals with upper mobility impairments.

7.3 Mitigation Measures:

- Careful site selection to minimise cable-related hazards.
- Promoting PAS 1899 compliance to ensure accessible design.
- Providing contactless payment options to reduce reliance on mobile apps.
- Continuing digital skills support through council-led initiatives.

7.4 Where adverse impacts remain, they are being actively addressed through inclusive design, education, and procurement practices. No unjustifiable discrimination has been identified.

7.5 Equality Targets to Narrow Inequality Gaps:

- Increase the availability of accessible EV infrastructure in rural and socio-economically deprived areas.
- Ensure all new public chargepoints meet or exceed PAS 1899 standards.
- Expand digital inclusion initiatives to support equitable access to EV infrastructure.

8 Appendices

8.1 Appendix 1: Draft Dorset Council Electric Vehicle Charging Infrastructure Strategy 2025-2028

[DC Draft EV Strategy 2025- 2028 Jul25](#)

8.2 Appendix 2: EqIA Final Version – signed off

[EVCPI Strategy EqIA 2024 Final Version](#)

8.3 Appendix 3: Accessible Table Showing Impacts

ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	major positive impact
Buildings & Assets	No known impact
Transport	major positive impact
Green Economy	major positive impact
Food & Drink	No known impact
Waste	No known impact
Natural Assets & Ecology	No known impact
Water	No known impact
Resilience and Adaptation	major positive impact

Corporate Plan Aims	Impact
Grow our economy	strongly supports it
High-quality and affordable housing	neutral
Communities for all	strongly supports it

9 Background Papers

10 Report Sign Off

10.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holder(s)