

Electric Vehicle Charging Infrastructure Strategy 2025- 2028 (DRAFT)



Dorset
Council

Contents

<u>Introduction</u>	3
<u>Foreword</u>	3
<u>Context</u>	3
<u>Scope of this strategy</u>	4
<u>Our Journey So Far</u>	7
<u>Vision</u>	9
<u>Context</u>	9
<u>Objective</u>	11
<u>Key stages of development through to 2030</u>	11
<u>Key challenges and opportunities – Local, regional, and national</u>	13
<u>Key Challenges</u>	13
<u>Key Opportunities</u>	14
<u>How we will get there</u>	14
<u>Monitoring our Progress</u>	17
<u>Link to other Strategies and Plans</u>	18
<u>Governance and Oversight</u>	19
<u>Glossary</u>	20
<u>Appendix A- EV Strategy 2021-2023 Review</u>	23
<u>Appendix B</u>	27
<u>Electric Vehicle Charging Infrastructure: Action Plan</u>	27



Foreword

An increasing number of people in Dorset are choosing sustainable ways of travelling to do their bit to protect the environment for future generations. Dorset Council is committed to supporting more local people make cleaner, greener choices of transport and this involves expanding the roll out of the electric vehicle charging infrastructure. The adoption of electric vehicles (EVs) represents an important part of our transition towards being a net-zero county by 2045 which forms part of the Dorset Council plan.

We are already playing a key role by facilitating the roll out of much needed EV charging infrastructure. Since the adoption of our electric vehicle strategy in 2021, Dorset Council has made significant progress by installing publicly accessible chargepoints across the county in 20 of our towns and villages. This is just the beginning, and we plan to install chargepoints in more locations. This updated EV strategy seeks to build upon our previous successes and establishes an approach to make EV charging infrastructure more accessible, convenient, and reliable.

Our Electric Vehicle Charging Infrastructure Strategy seeks to increase the availability of EV charging infrastructure across towns and villages in Dorset as charging should not be a barrier to EV ownership. We are working closely with the Government and businesses to ensure that everyone living, working, and visiting Dorset can charge their electric vehicles. By committing to this strategy, we will work hard to break down barriers for Dorset's residents, visitors, and businesses.

Cllr. Jon Andrews, Cabinet Member for Place Services



Introduction

Transport in Dorset creates 27 percent of carbon dioxide (CO₂) emissions¹. Due to its dependency on fossil fuels, the transport sector is a major contributor to society's carbon footprint which affects air quality and public health. Decarbonising the transport sector will be a key element in moving towards a zero-carbon future.

Reducing car travel and achieving modal shift in favour of public transport and active travel will have a significant role in addressing these impacts. It is recognised that for certain activities, particularly in rural areas of Dorset with limited public transport provision, cars and vans are the most suitable means of transport. Enabling the transition from petrol and diesel vehicles to ultra-low emission electric vehicles (EVs) is therefore a key part of Dorset Council's strategy to help achieve our climate change and air quality goals. (see [Natural Environment, Climate and Ecology Strategy 2023 to 25 Refresh - Dorset Council](#))

From 2030, the sale of new petrol and diesel cars and vans will be banned in the UK. In addition, the ZEV (Zero Emission Vehicle) mandate, which sets quotas for the proportion of electric vehicles sold in the UK by motor manufacturers, will further encourage the transition to electric vehicles. Public electric vehicle charging infrastructure is essential to support the switch to electric vehicles. To support the transition, by 2030, it is predicted there will be a minimum of 300,000 public chargepoints in the UK.

In April 2025, in Dorset there are 353 public electric vehicle chargepoint (EVCP) units or 92 per 100,000 population². By 2030 it is estimated that EVs could account for up to 32 percent of all cars and vans in the UK (104,000 vehicles within the Dorset Council area)³. According to DfT figures, by 2040 most cars and vans in the UK will be electric.

By adopting this Electric Vehicle Charging Infrastructure Strategy, Dorset Council is demonstrating a commitment to promote the uptake and deployment of EVs. This document sets out a vision, the Council's planned approach to developing its EV charging infrastructure in the form of an action plan, and how the Council will use data to monitor the impact of the strategy.

A three-year time horizon has been set for this EV strategy, covering 2025 to 2028. This short time horizon allows the strategy to focus on what is currently known, what can be

¹ Dorset Council Natural Environment, Climate and Ecology Strategy 2023-2025 [Natural Environment, Climate and Ecology Strategy 2023 to 25 Refresh - Dorset Council](#)

² Department for Transport, April 2025. Electric Vehicle Charging Device Statistics [Markdown map LocalAuthority publication template.knit](#)

³ WSP. 2023. Peninsula and Western Gateway [EV:Ready Charging Study](#)



practically delivered, and for the EV market in the UK to mature. The strategy will be reviewed regularly to provide opportunity to reflect upon rapid technological and socio-economic change, with a refresh published in 2028.



Scope of this strategy

This electric vehicle strategy covers the following:

EV1 - Destination charging and charging hubs

Publicly accessible off-street chargepoints in destinations. This includes public car parks, retail, leisure, and tourist attractions. Destination chargepoints provide top up charging opportunities, address range anxiety concerns and can meet the needs of both residents and visitors.

Hub-based charging (a collection of chargepoints) provides users with reliable, high-powered charging in towns or en-route. Sufficient grid capacity must be available to accommodate high powered charging and power can also be generated onsite from renewable sources.

EV2 - Residential EV Charging

Chargepoints located on-street at or near EV owners' homes. Primarily for overnight charging these are important for households which lack off-street parking. Chargepoints are situated on-street or in off-street locations depending on the setting and local constraints. Convenience for residents will be a priority consideration when locating these chargepoints without compromising safety or causing pavement obstructions that could discourage walking and cycling. The sharing of privately owned electric vehicle charging points between individuals in the local area known as community charging falls into this category.

EV3 – En-route EV Charging

Chargepoints located at key locations on, or in proximity of primary 'A' Roads through Dorset. En-route charging serves vehicles on longer journeys using high powered rapid/ultra-rapid charging speeds.

EV4 – EV Charging at Dorset Council sites

Chargepoints installed in depots and at council offices to enable electrification of the Council operational and pool fleet. Accessible EV charging availability at work supports employees who use their own electric vehicles for business travel and can encourage employees without access to home charging to make the switch to an electric vehicle by offering lower cost and convenient charging.



EV5 - Workplace EV Charging

Chargepoints installed at workplaces for use by an organisation's employees and fleet vehicles. Workplaces can provide community charging facilities where the chargepoint is made publicly available.

EV6 – EV Charging Development Policy

The application of planning requirements on new developments to ensure planning applications fully provide for future uptake of EVs as there is a mechanism in place that means a certain amount of EV chargers will come forward alongside development.

EV7 – Electric Fleet, Bus and Taxi Charging

Charging infrastructure that meets the requirements of future fleet vehicles, and electric bus and taxi fleets.

EV8 – Cross Pavement Home Charging

A charging solution for households without access to off-street parking using a home charger that connects to their vehicle safely and securely without creating a risk of harm to other road users.

Not within the scope of this strategy:

Charging for car clubs – There is no active car club scheme within the Dorset Council area. Requests for chargepoints from new car clubs looking to set up in the area will be considered on individual merit and within the context of the priorities set out within this strategy.

Freight transport – This is being progressed at a regional level.

Hydrogen power and other alternative fuel solutions – The technology and vehicle availability of hydrogen powered and other alternative fuel solutions are not at a mature enough stage to be considered as part of this strategy.

eBikes and eCargo bikes – eBike batteries can be removed and are charged using a standard 3 pin plug. Therefore, no dedicated charging infrastructure is required.

E-Motorbikes – there is currently low demand for e-motorbikes. E-motorcycles can use 3-pin chargers as well as type 2 chargers.

Rail transport - rail infrastructure is the responsibility of Network Rail/Great British Railway, and the train units are provided by the train operating companies. Dorset Council has limited powers to influence the rail sector and its adoption of ZEV technology.



These out-of-scope areas will be monitored and reassessed for inclusion in future strategies and delivery programmes.

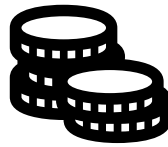


Our Journey So Far

Since the adoption of the 2021-2023 EV Strategy, and as of July 2025, there are now 105 live public Electric Vehicle chargepoint units equating to 208 sockets, which are sponsored by Dorset Council. This is approximately 35 percent of the total public chargepoints in Dorset. Dorset Council have achieved key targets set out within the previous strategy, as well as securing further opportunities and funding to expand the chargepoint network.

A full review of the 2021-2023 EV Strategy can be found in Appendix A.

Funding Secured



£1m+ public funding secured through the Office of Zero Emission Vehicles (OZEV) Local Electric Vehicle Infrastructure Fund (LEVI), On-street Residential Chargepoint Scheme (ORCS)

Private sector funding of over £2m secured to expand the public charging network and establish charging hubs

Community Engagement



Two internal events were held for Dorset Council employees to promote switching to EVs.

Dorset Council has launched an EV webpage where residents can recommend a location for a chargepoint and find links to apps for where to find public and community chargers

A survey of taxi and private hire drivers was conducted by the Energy Savings Trust in 2022 to understand the appetite for EVs.

Chargepoint Roll-out

As of July 2025, Dorset has 105 council sponsored live EV charging units at 50 locations, operated by Mer. These chargepoints are mainly in Dorset Council public car parks in the county's main towns but are also gradually being installed at other locations in smaller



settlements and villages. All Dorset Council sponsored devices are in or near to residential areas with a high proportion of households without access to off-street parking.

20 chargepoint units have been installed across the Dorset Council estate to enable fleet vehicles and employees to charge at work.

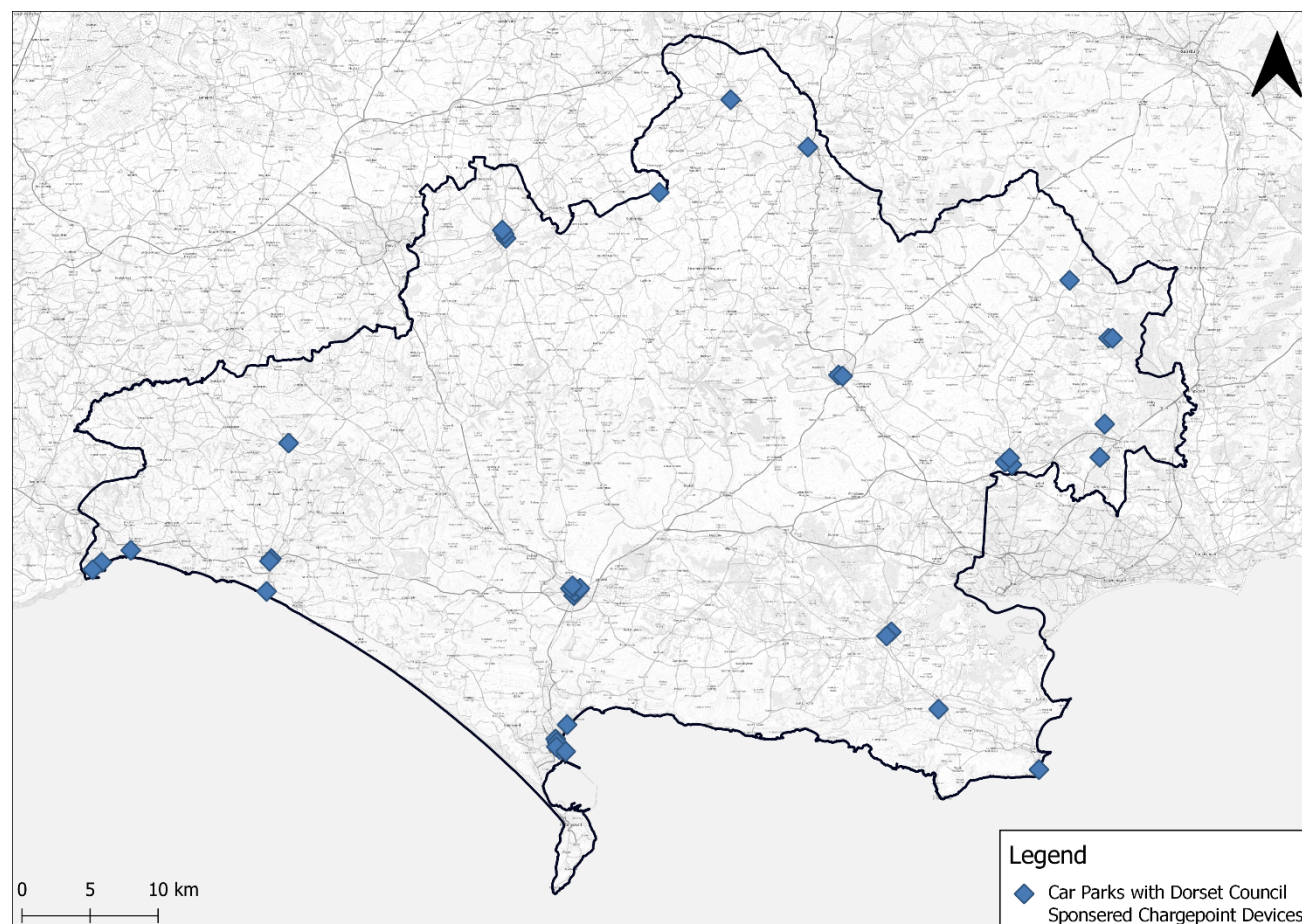


Figure 1

Where we want to be

Vision

We want to ensure that visitors, businesses, and residents in Dorset have convenient access to reliable, easy to use and accessible electric vehicle charging. We want our charging infrastructure to be among the best in the country, with the right charging solutions in the right place.

We will expand upon what the Council has achieved so far and to provide a better spread of reliable and affordable chargepoints across the Dorset Council area.

We plan to achieve this by ensuring our policies are robust enough to enable us to progress with a delivery programme and that they are flexible and adaptable enough to make the most of funding opportunities when they become available.

Context

The EV market share is expected to rise, with up to 32 percent of all cars could be electric by 2030. This means that there will need to be more chargepoints to meet the demand from users.

	2025	2030	2035	2040
Number of EVs in Dorset	22,390-22,970	83,740-104,500	187,380-242,670	280,797-315,604
EV Market Share (%)	7%	26-32%	57-73%	84-95%

Table 1. Predicted Number of EVs and EV Market Share in Dorset 2025-2040 Source: WSP EV:Ready



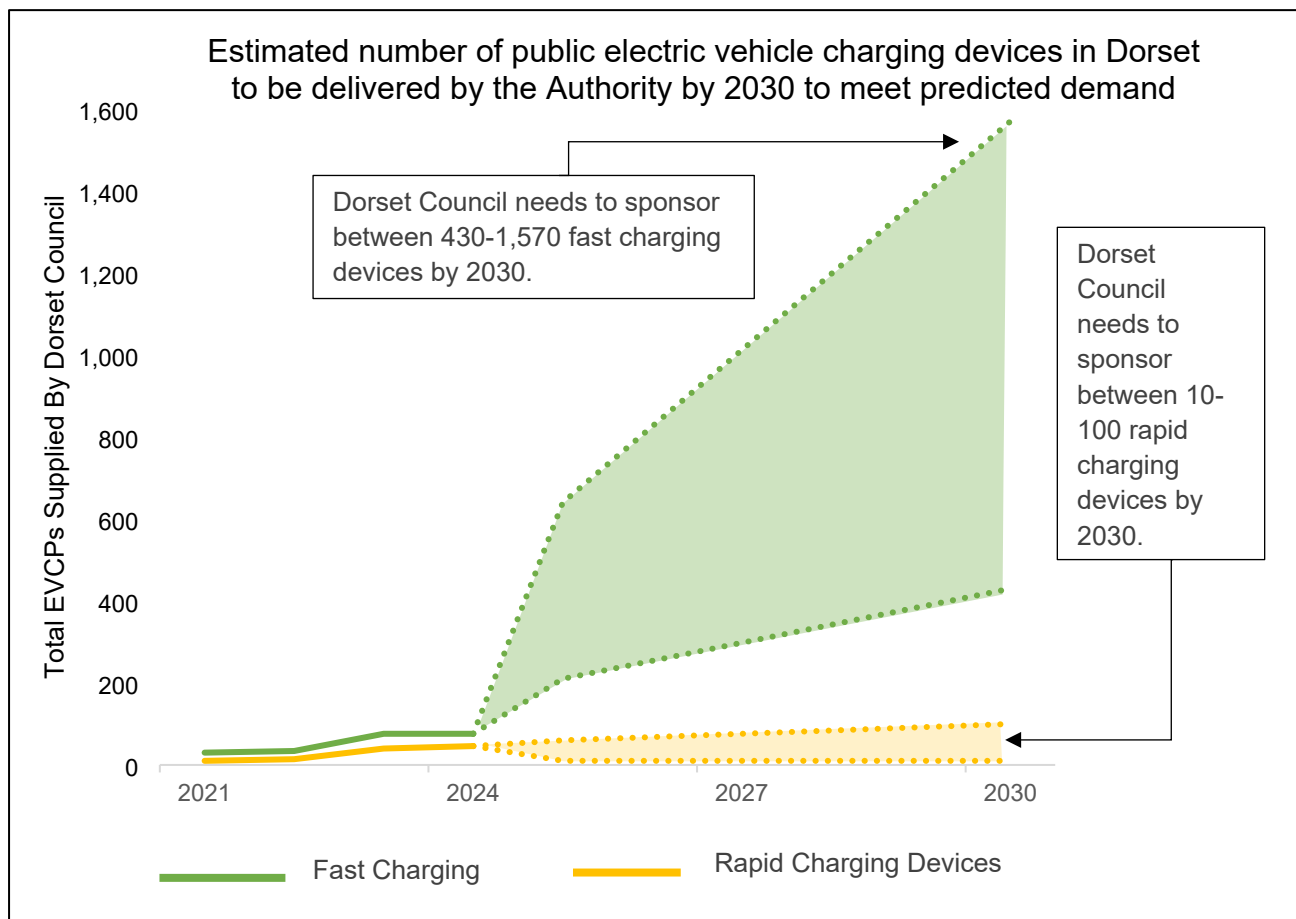


Figure 2: Estimated number of public electric vehicle charging devices in Dorset to be delivered by the Authority by 2030 to meet predicted demand Source: WSP EV:Ready

Dorset Council, in partnership with Chargepoint Operators (CPOs), might need to supply up to 67 percent of the total public chargepoints in Dorset to meet predicted demand.

	2025			2030		
	Fast	Rapid	Total	Fast	Rapid	Total
Total EVCPs Needed	800-820	130-140	930-980	1,700-2,130	270-330	1,970-2,460
Total Council Supplied EVCPs Needed	210-640	10-60	220-700 (24%-71%)	430-1,570	10-100	440-1,670 (22%-67%)

Table 2. Predicted number of local authority sponsored public electric vehicle chargepoints Source: WSP, EV:Ready



Objective

Our objective is to aid the delivery of the [Dorset Council Plan 2024 to 2029 - Dorset Council](#) strategic priorities of growing our economy and responding to the climate crisis, as well as supporting the following Department for Transport's priorities:

- Improving performance on the railways and driving forward rail reform.
- Improving bus services and growing usage across the country.
- Transforming infrastructure to work for the whole country, promoting social mobility and tackling regional inequality.
- Delivering greener transport.
- Better integrating transport networks.

Of the government's five missions, which we will work towards, the most relevant for this strategy are:

- Kickstart economic growth
- Make Britain a clean energy superpower

Objectives specific to the DfT's Local Electric Vehicle Charging Infrastructure (LEVI) fund are to:

- deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure across England
- accelerate the commercialisation of, and investment in, the local charging infrastructure sector

Key stages of development through to 2030

Figure 3 presents a summary of the major stages of development up to 2030. This shows that longer term planning is required to meet the growing charging infrastructure needs and meet decarbonisation goals.

EV Market Share	Key stages of development through to 2030	Timeframe	Resource
<1%	1 Foundation The number of chargers increases dramatically from a small base with destination EVCPs in strategic town centre locations and early adopter town and parish councils installing public chargepoints. Investment was led by the private sector. Limited EV charging	2021-2022	£



>40%



infrastructure installed at key at council offices and depots.

2 Development

Chargers added in more public car parks to fill network gaps and roll out charging at other public locations. A first phase of residential chargepoints installed in public car parks. Private and public investment required.

2022-2024 ££

3 Growth

The residential public charging network will undergo significant expansion using LEVI funding with a minimum of 750 low-powered public on-street residential chargepoints at more than 300 locations around the county. Increasingly EVCPs will be available in small towns, villages and tourist destinations. First recharging hubs installed. First chargepoints for buses installed. Charging facilities at more council offices and depots. Development of a policy on cross pavement charging for households without off-street parking in line with government guidance.

2025-2029 ££££

4 Expansion

Charging infrastructure is now widely available across Dorset. Public charging is expected to increase substantially as EV usage increases, and as more households without access to off-street parking adopt EVs. More recharging hubs with significant renewable energy development.

2029-2032 £££

5 Maturity

EV charging easily accessible at destinations, in residential areas and at workplaces. It is likely that the growth in the number of charger locations may flatten, although capacity at existing charge stations is likely to increase.

2032 and beyond £££

Figure 3- Key stages of development



Key challenges and opportunities – Local, regional, and national

Key Challenges

The scale of the challenge

Decarbonisation of the road transport sector will require internal combustion powered vehicles to be replaced with Ultra Low Emission Vehicles (ULEVs). In 2024 within the Dorset Council area there were 276,200 cars and light goods vehicles registered, of those 2.2 percent (6,154 vehicles) are plug-in battery electric⁴. By 2030 it is estimated that EVs could account for up to 32 percent of all cars and vans in the UK (approximately 104,000 vehicles within the Dorset Council area).

To meet growing demand, it is forecast that significantly more chargepoints will be needed by 2030. Modelling data estimates that by 2030 Dorset could need between 1,970-2,460 public chargepoints to meet demand from residents, businesses, and visitors.⁵ It is anticipated that local authorities, in collaboration with chargepoint operators, will need to supply up to 67 percent of these chargepoints by 2030.

Tourism demand

The tourism industry is especially important to Dorset with an estimated 13.8 million visits (day visits and staying trips) contributing £945 million to the local economy⁶. The surge in demand for EV chargepoints in the summer poses a specific challenge. Data from our chargepoint network shows that demand at some sites increased by 35 percent in August 2024. To cater for this demand, the number of chargepoints will need enough capacity to match peak demand levels experienced in the summer.

⁴ DfT. 2023. Licensed Vehicles by Local Authority.

⁵ Source: WSP. 2023. EV:Ready.

⁶ Visit Dorset. 2022. [The Economic Impact of Rural Dorset's Visitor Economy](#)



Significant investment is required

There are significant costs associated with installing and maintaining chargepoints. Recently, these costs have been rising making it harder to deliver a larger chargepoint network. Dorset Council have attained significant levels of Government funding to support the development of a network in areas that at present do not meet the investment criteria of private network operators, particularly in rural areas. Dorset Council will need to fund this investment by securing further capital grant funding as it becomes available, reinvesting chargepoint operating profits, as well as maximising private investment from commercial chargepoint operators.

How the Carbon-based fuel Retailer Market will adapt to the Challenges of En-Route EV Charging

How the big fuel retailers adapt to the growth of the EV market and how this will impact the requirement for public chargepoints is unknown at this time but should become clearer through the period of this strategy and future strategies will be required to take account of this. Fuel forecourts are strategically well located to meet local and long-distance charging needs. Whilst some fuel stations have installed EV chargers many sites are not suited to EV charging for a range of reasons from power availability through to network connection costs and space. To provide sufficient en-route charging in a county with no motorways and a limited number of service areas Dorset Council will continue to work with private sector CPOs and local landowners to provide a reliable en-route charging network solution. We will also engage with private sector chargepoint operators that are seeking opportunities for new charging hub sites.

Key Opportunities

Revenue Opportunities

As the charging network grows, so will the revenue income generated for the Council and its operating partners. This income could be used to enhance the network further either directly by providing investment capital or indirectly to support project, programme, and contract management.



Improved Local Air Quality

EV's reduce hazardous pollutants originating from road vehicles that have severe impacts on health.

Step Towards Decarbonisation

Zero tailpipe emissions help decrease the impact on the environment and reduce individual carbon footprint.

Vehicle and Battery Technology Improvements

The EV models coming to the market are increasingly able to deliver a longer range (typically 200 to 400 miles) from larger capacity batteries and are capable of faster charging times. If this trend continues, then the EVs of the future will not require charging as frequently and will be able to charge from empty in five to ten minutes with a compatible ultra-rapid chargepoint.

Charging Technologies

Chargepoints capable of charging at 300 kW are already available in Dorset. As the vehicle and battery technology develops it follows that there is demand for higher capacity chargepoints. Other technologies such as plug and charge intelligent charging, and time of use tariffs will improve the user experience and further encourage EV take up. We will closely monitor any innovations and adopt an agile approach to delivery to take advantage of new innovations and opportunities as they arise.



How we will get there

Strategic Approach

The EV strategy is focused on delivery between 2025-2028. It is based upon the best available evidence of the EV market at the time of publication, and forecasts for how the market will develop over the period covered by the strategy.

The strategy acknowledges that the EV sector is still only at the growth stage of the product life cycle and will undergo significant changes over the coming years before the market matures. We will adopt an agile approach to respond quickly to technological, market and socio-economic changes. We will also identify and adopt innovative approaches to ensure that delivery is effective, and the infrastructure will be easy to use, convenient and affordable to meets the needs of Dorset's residents, businesses, and visitors.

Requirements of EV Charging Infrastructure

We will accelerate the roll out of destination and residential chargepoints using LEVI and private sector funding. Unlike some other parts of the country, lamp column charging is not a viable solution within Dorset. This is due to legal constraints and because our lamp columns are located at the back of the pavement or, where there is no pavement, away from the kerb.

OZEV issued guidance for domestic cross pavement charging at the end of 2024⁷. Dorset Council will develop an approach for cross pavement charging based on these guidelines. The legalities and practicalities of any solution need to be considered before progressing.

Appropriate locations will be identified to ensure we have the right type of infrastructure in the right place. This will be achieved through quantitative analysis of demand datasets, including resident requests, town & parish council requests, visitor behaviour, and third-party data. Additionally, stakeholder engagement and collaboration with other parties such the Distribution Network Operators (DNOs), Energy Savings Trust, Western Gateway Sub-national Transport Body (STB) will be key to ensure we are placing the right type of infrastructure in the right place.

In 2023, 74 percent of visitors to Dorset travelled by car⁸. Charging infrastructure needs to be in tourist locations to enable visitors who wish to charge to do so. In 2023 EVCP usage in the County increased by 20 percent in the summer months when compared to the 2023 average⁹. Chargepoints in tourist sites see the highest usage during peak

⁷ [Cross-pavement solutions for charging electric vehicles - GOV.UK](#)

⁸ Visit Dorset, 2023. [England's Coast Consumer survey \(simpleviewinc.com\)](#)

⁹ Joju. 2023



season. Therefore, we will look to place more chargepoints at tourist sites where there is high demand.

We will ensure that Dorset does not become an en-route/rapid charging blackspot due to our lack of motorways and service stations by working with National Highways, the STB and other key stakeholders to create charging hubs and offer rapid charging at strategic locations on key routes.

We will work with National Grid's Future Energy Scenarios team, DNOs, STBs and other local authorities on a regional level to ensure a fit for purpose power supply and connections to run the EVCI efficiently and pursue opportunities for renewable energy generation. Wherever possible, we will use a renewable energy source to support the transition towards net zero.

Delivery of EV Charging Infrastructure

We will continue to work with the private sector, accessibility advocates, such as Motability Foundation, and other public bodies to deliver an EV chargepoint network that is accessible to all and in the right places. This will include a mixture of destination, en-route and residential charging. Chargepoints will be a mix of speeds to suit the needs of the local area.

Working with chargepoint operators, landowners and other organisations to deliver chargepoints and meet our target of up to 1,670 Council supplied EV chargepoint sockets by 2030. This will include providing support to the NHS, emergency services and schools to assist with the process of delivering charging infrastructure. We will signpost relevant workplace EV funding opportunities.

Work with landowners to help site new locations for chargepoints near to key routes. This will help ensure that Dorset does not become a 'black hole' for en-route charging.

A residential EV charging infrastructure engagement strategy will be produced to assist with the delivery of on-street residential chargepoints in areas with a high number of households without access to off-street parking.

We will promote our webpage where residents can make a request for a chargepoint and access other useful information.

We will strive to deliver Government plans for EV infrastructure rollout and take advantage of any future funding offered.

Fleet Electrification

We will look to provide charging infrastructure for fleet vehicles. This will be in suitable locations, and we will explore opportunities for charging electric vans and other larger vehicles.



We will promote chargepoints that are suitable for all vehicle lengths, including taxis, van operators and caravans. This will include chargepoints in car parks and on-street chargepoints.

We will engage with bus operators to understand how we can support the transition to electric vehicles. We will continue to apply for funding opportunities which help bus operators transition to zero-emission vehicles. This will be progressed through our bus partnerships and strategies.

Accessibility of EV Charging Infrastructure

Wherever possible, we will ensure that additional width and length if appropriate, will be provided for all charging bays. We will consider the needs for all when installing new chargepoints.

PAS 1899 is a document that sets out good practice in delivering inclusive and accessible public chargepoints for EVs. [PAS 1899 Guidelines are](#) produced by the British Standards Institute in collaboration with the Office for Zero Emission Vehicles and Motability Foundation. An increasing number of people are choosing to switch to electric vehicles, so it is important that chargepoints can be used by all EV drivers, including disabled and older people. We will ensure chargepoints adhere to PAS1899 guidance where achievable.

As the market develops, it is anticipated that there could be more competitive tariff pricing. We will work with chargepoint operators to explore and encourage opportunities for overnight, off-peak and smart charging tariffs which make EV charging more affordable.

The PAS 1899 standard also provides guidance on how to create a safe and secure environment around chargepoints, such as appropriately located and designed bollards; lighting and security cameras; a preference to instal in well-lit areas; well used and community areas/hubs. We will strive to implement and encourage the chargepoint operators to follow this guidance wherever achievable.

PAS1899 compliant chargepoints will be monitored as part of KPI 2 listed in the table below.



Monitoring our Progress

Key performance indicators (KPIs) have been set to monitor progress towards the vision set out within this strategy. This strategy is evidence driven, using data to drive and monitor change. The KPIs will be reviewed annually to measure progress and to also ensure they remain fit for purpose.



ID	KPI	Measure	Frequency	Source
1	Number of EV's	- Total registered EV's by vehicle type in Dorset	Quarterly	- DfT Vehicle Licensing Statistics
2	Number of Chargepoints	- Total public charging devices - Public charging devices per 100,000 population - Annual number of chargepoints installed by us by type - Annual number of accessible chargepoints (PAS 1899 compliant – partial and totally)	Quarterly	- DfT Electric Vehicle Public Charging Infrastructure Statistics - Record of Council installations
3	Geographical coverage of the chargepoint network	- Total households within 400m of a public chargepoint - Percentage of settlements with public chargepoints	Annual	- GIS analysis
4	Chargepoint usage	- kWh of electricity drawn - Percentage chargepoint utilisation - Number of public charging events - CO2 saved - Number of unique customers	Monthly	- Back-office data reports
5	Chargepoint network reliability	- Percentage chargepoint uptime	Monthly	- Back-office data reports - Maintenance logs
6	Customer Satisfaction	- Customer feedback received	Annual	- Third party reports from Zapmap and National Highways and



				Transport Network (NHT)
				-
7	Community engagement	- Number of engagement activities - Number of individuals, businesses and groups engaged - Total resident requests for a chargepoint by location	Annual	- Engagement logs - Webpage analytics - GIS analysis
8	Capital funding secured	- Grant funding - Private funding	Annual	- Grant offer letters - Contracts with the private sector



Link to other Strategies and Plans

Other strategies that have been considered and are supported by or support the EV strategy are:

National

- Government Road to Net Zero [The Road to Zero \(publishing.service.gov.uk\)](https://publishing.service.gov.uk) (subject to changes or updates by the new Government)
- [Taking charge: the electric vehicle infrastructure strategy \(publishing.service.gov.uk\)](https://publishing.service.gov.uk) (subject to changes or updates by the new Government) launched in 2022, which outlines Government plans for meeting targets to decarbonise transport and reduce reliance on fossil fuels. This involves plans for a minimum of 300,000 public chargepoints in the UK.
- [The plan for drivers - GOV.UK \(www.gov.uk\)](https://www.gov.uk) (subject to changes or updates by the new Government)
- Labours plan for Automotive Sector [WR-797_23-Automotive-strategy-v8.pdf \(labour.org.uk\)](https://www.labour.org.uk)
- [PAS 1899: 2022 Electric Vehicles Accessible Charging](https://www.bsi.com/standards/PAS-1899). BSI sets out the minimum specification for an accessible public chargepoint.

Regional

- [Western Gateway Strategic Transport Plan 2024-2050 \(westerngatewaystb.org.uk\)](https://westerngatewaystb.org.uk)
- [Peninsula Transport Strategy Feb24.indd](#)

Both strategies have a key focus on decarbonising transport and delivering net zero emissions for the South West.

- [Alternative-Fuels-for-Road-Freight-Strategy.pdf \(westerngatewaystb.org.uk\)](https://westerngatewaystb.org.uk)

Local

- Dorset Council Plan - supporting the Dorset Council priorities of driving economic prosperity and protecting our natural environment, climate and ecology outlined in the Dorset Council Plan [Dorset Council Plan 2024 to 2029 - Dorset Council](#)
- Local Transport Plan 4 - The Electric Vehicle Strategy will be a core supporting document for the emerging LTP4. [Local Transport Plan - Dorset Council](#)



- Natural Environment, Climate and Ecology Strategy - [Natural Environment, Climate and Ecology Strategy 2023 to 25 Refresh - Dorset Council](#)

The Natural Environment, Climate and Ecology Strategy 2023-2025 sets a clear direction for Dorset Council to become carbon neutral by 2040 and a carbon neutral county by 2045. This EV strategy aligns with the objective outlined in the Natural Environment, Climate and Ecology Strategy to accelerate electric vehicle and charging infrastructure deployment.

Governance and Oversight

The Public Electric Vehicle Charging Infrastructure Programme Board is the officer led decision making group who oversee the implementation of the Council's public electric vehicle charging infrastructure. The EVCI has oversight of:

- Expansion and improvement of the existing Dorset Council sponsored public charging network
- Installation and operation of council sponsored EV charging hubs
- Delivery of the Phase 3 and any subsequent phases of the Local Electric Vehicle Infrastructure scheme
- Delivery of the EV Charging Infrastructure Strategy 2025-28

The role of the EVCI Programme Board is to ensure that any key decisions made regarding EV infrastructure are in the best interests of Dorset Council and Dorset's residents and visitors in line with the Electric Vehicle Charging Infrastructure Strategy and its objectives around carbon reduction.



Glossary

Battery electric vehicle (BEV) - A vehicle powered by a battery, which can be plugged into an electricity source to recharge. Also known as 'pure' or '100 per cent' EVs, they have zero tailpipe emissions.

BCP – Bournemouth, Christchurch, and Poole Council.

Chargepoint – A charging socket which is connected to an electric vehicle via a charging cable to allow the battery to be recharged with electricity.

Chargepoint Hub- A site in which there are multiple chargepoints available for public use.

Chargepoint Network – The way that users access a chargepoint via RFID card or web or app.

Chargepoint Operator (CPO) – installs, manages and operates electric vehicle charging stations, facilitating charging services for EV users.

Community Charging- The sharing of privately owned electric vehicle charging points between individuals in the local area.

Decarbonisation – Reduction or elimination of carbon dioxide emissions from human activity.

Department for Transport (DfT) – Government department that provide policy, guidance, and funding to English local authorities to support the transport network.

Distribution Network Operators (DNOs) - are licensed companies that own and operate the network of cables, transformers and towers that bring electricity from the national transmission network to businesses and homes. Put simply, they are companies that are authorised to distribute electricity in the UK.

Early Adopter Stage- People who adopt new technology products and services at an early stage of development.

eBike – an electrically assisted pedal cycle. The maximum power output of 250 watts should not be able to propel the bike when it is travelling more than 15.5mph. In the UK you must be over 14 years old to ride an e bike.

eCargo bike - an electrically assisted pedal cycle featuring a minimum 125 litre cargo volume capacity and minimum 130 kg weight capacity.

Electric Vehicle (EV) - the vehicle is powered by electricity so requires plugging in to recharge the battery.

Energy Savings Trust (EST) – provide advice and support to help the council deliver decarbonisation goals.



Fast Chargepoint- A charger rated from 8 kW - 49 kW. They typically charge a vehicle in 2 - 4 hours. This type of charger is useful in locations where a car might be parked for a few hours, like retail parks or restaurant car parks.

kWh – Kilowatt Hour; unit of electricity. Car batteries are sized in kWh i.e. a 50 kWh battery stores 50 kWh of electricity.

Local Electric Vehicle Infrastructure (LEVI) Fund- The Local EV Infrastructure (LEVI) Fund supports local authorities in England to plan and deliver charging infrastructure for residents without off-street parking.

Local Transport Plan (LTP) - the Council's strategy and policy framework for transport and guide for investment priorities.

Motability - fund, support, research and innovate to help all disabled people make the journeys they choose.

National Grid - the largest electricity transmission and distribution business in the UK

National Highways - manage the [strategic road network](#)

Net Zero - The state where emissions of greenhouse gases due to human activities and removals of these gases are in balance over a given period.

On-street Residential Chargepoint Scheme (ORCS) - Provided grant funding between 2017-2024 to local authorities to install residential chargepoints.

Overstay fee – To encourage appropriate use of charging bays and assure they are available for people who need them an overstay fee will apply after a vehicle has finished charging and grace period has been exceeded.

Office for Zero Emission Vehicles (OZEV) – A government body which is part of the Department for Transport and the Department for Energy Security and Net Zero. OZEV supports the transition to zero emission vehicles and provides funding to support chargepoint infrastructure across the UK.

p/kWh - Pence per Kilowatt Hour. Users are charged for each kWh they consume. Charging tariffs are in pence per kilowatt Hour.

Payment by bank card – In line with national regulations, all new Rapid and Ultra Rapid chargers will accept payment via a contactless bank card (credit or debit card). This allows users to access these chargers without joining a Network.

Plugin Hybrid Electric Vehicle (PHEV) - combines a smaller battery with a conventional internal combustion engine and an electric motor. This allows an electric range of between 20 – 50 miles and the ability to drive with an empty battery for hundreds of miles using petrol or diesel.

Pool car – a vehicle that is made available to staff to book for business travel.



Rapid Chargepoint- A charger rated 50 kW - 149 kW. Depending on the vehicle capability they can charge a battery to 80% within 30 minutes - 1 hour. They are ideal for locations where vehicles will only be parked for short periods, such as motorway service stations.

RFID - Radio-frequency identification is used for wireless automatic identification.

Smart Charging- Smart charging takes advantage of times when there is a surplus of electricity in the grid, so it is sold at a lower price to suppliers.

Standard Chargepoint- A charger rated from 3 - 7 kW. It typically takes 12 - 15 hours to charge an EV to full with this type of chargepoint. Chargers of this type are useful in locations where an EV is parked for a long time or overnight.

Ultra-rapid Chargepoint- A charger rated above 150 kW. They can charge a car to 80% in as little as 20 minutes. They are often used for on-route chargers, for example at service stations.

Western Gateway Sub-National Transport Body - provides strategic transport governance at a much larger scale than existing local transport authorities, by grouping councils in the South West together (excluding Devon and Cornwall).

WSP- An engineering and professional services firm collaborating with local authorities with EV Infrastructure delivery and strategy.

ZapMap – A UK-wide map of electric car charging points that helps electric car drivers locate and navigate to their nearest EV charging point.

Zero Emission Vehicles (ZEV)- A vehicle that does not emit exhaust gas or other pollutants.

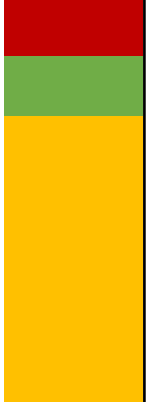


Appendix A- EV Strategy 2021-2023 Review

An action plan was produced as part of the 2021-2023 Dorset EV Strategy which included seventeen actions. Eight of these action targets have been met or exceeded and additional achievements have been achieved beyond the scope of the action plan. Six action targets are on-going, or a definitive target was not set. Only three actions have not been met due to external factors or a change in approach.

2021-2023 EV strategy Action Plan			
ID Action			Progress
EV1 Destination Charging	1.1	Phase 1- Installation of more than 40 fast chargepoint sockets in public car parks and replacement of 5 rapid chargepoints	
	1.2	Phase 2- More than 40 additional fast chargepoint sockets in public car parks, country parks, leisure centres and tourist destinations	
EV2 Residential Charging	2.1	Submit an OZEV ORCS grant application to fund chargepoints in up to ten new public locations	
	2.2	Install at least 20 residential chargepoints in public locations	
	2.3	Encourage community charging services to increase community access to chargepoints	
EV3 Charging Hubs	3.1	Commission feasibility study	
	4.1	Submit OZEV home grant applications for each home chargepoint installed	
EV4 Dorset Council Estate Charging	4.2	Submit OZEV workplace grant application for each Council workplace chargepoint installed	
	4.3	Install up to 12 chargepoint sockets at various locations on the Council Estate	
	5.1	Host workplace/fleet charging events(s)	
EV5 Workplace Charging	5.2	Encourage community charging services to increase community access to chargepoints	
	6.1	Adopt local plan policy	
EV6 Development Policies	6.2	Adopt refreshed LTP	



EV7 Bus and Taxi Charging	7.1	Adopt new Dorset taxi policy	
	7.2	Conduct taxi EV survey	
	7.3	Publish refreshed passenger transport strategy/ Bus Service Improvement Plan	
EV8 Sustainable Energy Generation	8.1	Conduct feasibility study and develop a business case for developing renewable energy generating facilities to supply EV chargepoints	

Key achievements:

Capital Funding

- £125,080 On-street Residential Charging Scheme (ORCS) funding was secured for 12 fast chargepoint devices as part of Phase 2 roll-out in 2022 ORCS funding was matched with private sector funding from the chargepoint operator Mer
- **£106,560 ORCS funding secured for 14 residential chargepoint devices in 2023/24. Funding matched with private sector funding and Community Infrastructure Levy/s106 funding.**
- A £7,770 OZEV Workplace Grant was successfully applied for and received to help install DC workplace chargers.

Additional Achievements

- Over £1m LEVI Pilot funding has been secured to install chargepoints in villages and rural settlements as part of the Phase 3 programme.
- £2.49 + match funding applied for as part of LEVI funding to increase on-street charging across Dorset.
- Private sector funding from Mer helped to install additional chargepoints as part of the Phase 4 roll-out.

Chargepoint Roll-out

- As part of the Phase 1 roll-out, installed 20 fast charging devices (40 chargepoint sockets) have been installed in addition to 6 rapid units, (5 of these were replacements), exceeding the target set in the initial strategy. Phase 1 delivered 52 chargepoint sockets across Dorset.
- As part of the Phase 2 roll-out, installed 19 fast chargepoint (48 chargepoint sockets) have been installed in addition to 2 rapid units and 4 ultra-rapid units, exceeding the target set in the initial strategy. Phase 2 delivered 48 chargepoint sockets across Dorset.



- Installation of 14 workplace charging devices (28 chargepoint sockets). 9 fast units have been installed in the County Hall Car Park as part of the phase 1 and 2 rollouts.

Additional Achievements

- There have been 17 new units commissioned by Dorset Council in 2024.
- The existing CPO is expanding this network at their cost as demand for chargers increases.
- In Dorset's largest towns, over 24,000 households are without access to off-street parking. Of these, 32 percent are within a 400m buffer of one or more Dorset Council sponsored or third party public chargepoint.
- As of December 2024, Dorset has 76 council sponsored live EV charging devices at 38 locations.

Community Engagement

- Two workplace EV events were held to promote workplace EV charging. Both events were run by the Energy Savings Trust and included the Tusker Salary Sacrifice scheme.
- A Taxi EV survey was conducted by the Energy Savings Trust in 2022 to understand the appetite for EV by Dorset Taxi Drivers.
- Links to community charging app sites placed on Dorset Council EV charging pages, such as Co-Charger. The number of chargepoints listed has increased since 2021.

Additional Achievements

- Launch of DC's webpage where residents can recommend a location for a chargepoint.

On-going actions:

Adopt Local Plan Policy

- A draft policy was included in the options consultation held in 2021. The production of the Local Plan has subsequently been delayed until 2027.

Adopt Refreshed Local Transport Plan (LTP)

- The production of a new LTP4 was delayed in anticipation of new LTP guidance published by the DfT. A new LTP is expected to be adopted by 2025. The EV Strategy will be a core supporting plan.

Sustainable Energy Generation



- Conversations were held with potential suppliers, and it was concluded that it makes sense commercially to use renewable grid energy.
- Other council services are looking at renewable energy generation, with this activity largely the responsibility of teams other than Highways.

Community Engagement

- Encouraging community charging services to increase community access to chargepoints is an on-going action as no definitive target/measure was outlined in the action plan.

What actions were not achieved and why?

Charging hubs

- There has been no charging hub feasibility study to date. There have been delays due to appointing project managers and legal team to these projects.
- An alternative approach has been identified which relies on private sector investment. CPO Mer has identified four charging hub sites with work due to be completed on three of these by January 2024
- A rapid charging hub was installed in Pimperne by CPO Instavolt.

Submit OZEV home grant application

- A framework for installation of home chargers for Dorset Council employees who take work electric vehicles home was established.

Adopt new Dorset taxi policy

- There has been no policy change to date. This needs to be led by licensing services and requires infrastructure to be in place. The updated strategy will consider suitable EV chargepoints for taxi drivers to support their transition to EV.
- Taxi income has been massively impacted by Covid and changes in travel practice, leading to barriers in EV uptake.
- The Energy Savings Trust Dorset Taxi Survey revealed there was little appetite from taxi firms/drivers to switch to electric.



Appendix B

Electric Vehicle Charging Infrastructure: Action Plan

Our action plan sets out measures the Council will undertake within this strategy period between 2024-2028. The Action Plan will be reviewed annually against agreed KPIs and modified where appropriate.

KPI ID	Indicator
1	Number of EV's
2	Number of Chargepoints
3	Geographical coverage of the chargepoint network
4	Chargepoint usage
5	Chargepoint network reliability
6	Customer Satisfaction
7	Community engagement
8	Capital funding secured

ID	Action	Owner	Monitoring Method	Delivery Period
EV1- Destination Charging and Charging Hubs				
1.1	Expand the number of charging hubs by increasing the number of chargepoints at existing sites. Where achievable, install charging bays suitable for larger vehicles and PAS1899 compliant.	Dorset Council Projects Team	2	On-going
1.2	Identify new locations for destination charging and charging hubs	Dorset Council Projects Team/EV Service Provider(s)	3	On-going
1.3	Support landowners, town, and parish councils to install chargepoints using LEVI and other funding sources	Dorset Council Projects Team	7	On-going
1.4	Monitor the existing chargepoint network to ensure it is reliable for all users and fit for purpose	Dorset Council Projects Team	4, 5, 6, 7	On-going



EV2- Residential Charging				
2.1	Submit an OZEV LEVI Fund application to secure £2.49m capital funding to plan to deliver on-street residential chargepoint devices for households without access to off-street parking	Dorset Council Projects Team	2, 8	2024-2025
2.2	Devise and implement a residential on-street charging stakeholder engagement strategy	Dorset Council Projects Team	7	2025
2.3	Collaborate with suppliers to investigate the possibilities of setting off-peak and smart tariffs for usage of chargepoints commissioned by Dorset Council in partnership with commercial operators	Dorset Council Projects Team/EV Service Provider(s)		2025
2.4	Monitor the existing chargepoint network to ensure it is reliable for all users and fit for purpose	Dorset Council Projects Team	4, 5, 6, 7	On-going
2.5	Eligibility criteria and policy for households who desire/require cross-pavement charging once a suitable solution has been agreed	Dorset Council Highways		2025
2.6	Continue to install residential chargepoints under the LEVI Pilot programme that aims to provide chargepoints to villages and settlements without public charging	Dorset Council Projects Team		2025-2026
2.7	Carry out a joint procurement with BCP Council that will secure 15-year concession contract for a chargepoint operator to install and operate a minimum of 750 on-street residential charging devices	Dorset Council Projects Team		2025
2.8	Secure a minimum of £2.49m private sector funding to match fund the £2.49m LEVI funding allocation for Dorset	Dorset Council Projects Team		2025
2.9	Install a minimum of 750 on-street residential chargepoint devices using LEVI funding	Dorset Council Projects Team		2025-29
EV3- En Route Charging				



3.1	Through the LEVI pilot programme, work with our installer and chargepoint operator, to fund and install rapid and ultra-rapid chargepoints along the Classified Road Network to enable charging for longer journeys	Dorset Council Projects Team/EV Service Provider(s)	2	2025-29
3.2	Continue to liaise with National Highways and STB encourage and support the delivery of en-route chargepoints along the Strategic Road Network in Dorset	Dorset Council Projects Team/National Highways/Western Gateway	7	On-going
EV4- Dorset Council Estate Charging				
4.1	Roll-out of estate charging as part of fleet transition programme		2	2025-26
4.2	Increase charging facilities for employee chargepoints at Dorset Council offices and depots		2, 3	2026
4.3	Facilitate home charging for Dorset Council fleet vehicles			On-going
EV5- Workplace Charging				
5.1	Offer advice and provide project support to businesses and signpost any relevant material	Dorset Council Projects Team	7	On-going
5.2	Assist state schools to install chargepoints at school sites using the government workplace charging scheme for state funded institutions grant	Dorset Council Projects Team	7	On-going
EV6- Development Policy				
6.1	Adopt Local Plan Policy	Dorset Council Planning Policy Team		2027
6.2	Adopt Refreshed LTP	Dorset Council Transport Strategy and Policy Team		2025



6.3	Work with STB and local authorities to ensure that local priorities are aligned with regional and national strategy	Dorset Council Transport Strategy and Policy Team/Western Gateway/Neighbouring Local Authorities	7	On-going
6.4	Monitor EV uptake to ensure that the EV strategy objective is consistent with growing demand	Dorset Council Projects Team/Strategy and Policy Team	1	On-going
6.5	Develop and agree a policy for cross-pavement charging for households without access to off-street charging	Dorset Council Projects Team		2025
EV7- Fleet, Bus and Taxi Charging				
7.1	Publish and implement the updated Bus Service Improvement Plan	Dorset Council Transport Strategy and Policy Team		Published BSIP 2024 On-going implementation
7.2	Support the transition of local buses to zero emission, including seeking grants from central government	Dorset Council Transport Strategy and Policy Team	8	On-going
7.3	Expand the number of public chargepoints available for fleet charging and bays that cater for larger sized vehicles.	Dorset Council Projects Team/Parking Services/EV Service Provider(s)	2	On-going

