Energy:2030 Chart of the Week

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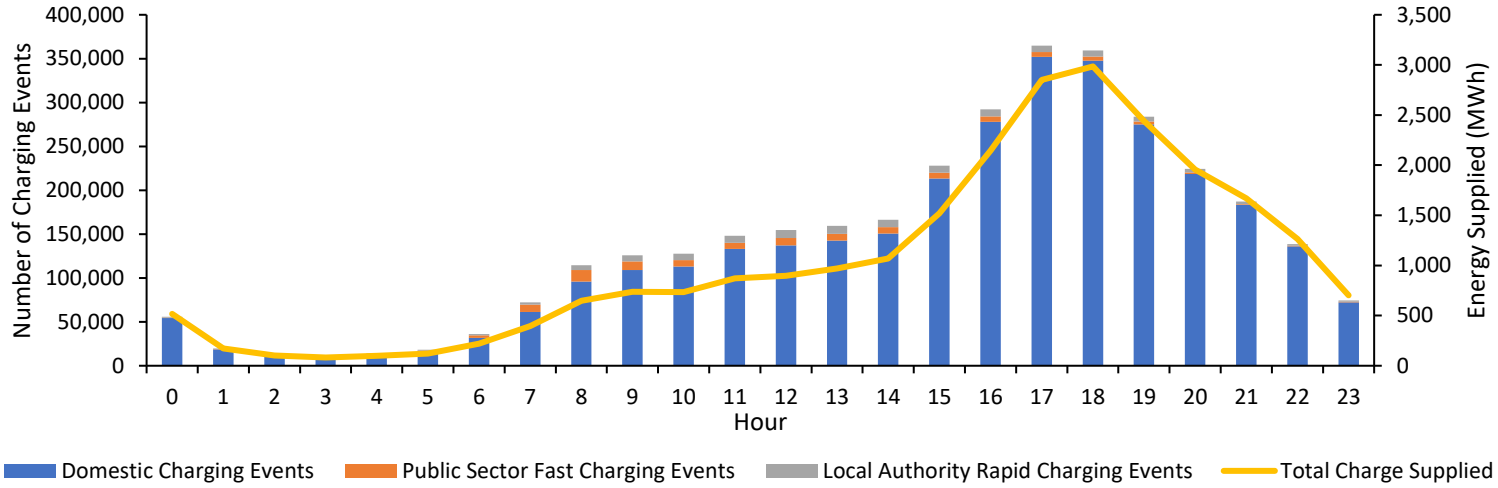
"EV charging is currently dominated by evening domestic charging, hinting at future stress levels on the distribution networks."

DfT release 2017 charge point analysis

Figure 1: Total charging events against total energy supplied



Source: Pixie Energy

On 13 December 2018, the Department for Transport (DfT) released its 2017 charge point analysis. This covers experimental statistics on the usage of domestic, local authority rapid and public sector fast charge points, funded by the Office for Low Emission Vehicles (OLEV).

Figure 1 combines three statistical releases to show the total number of charging events and total median average energy supplied (MWh) per hour of the day for 2017.

The data indicates that the total number of charging events is dominated by domestic charging, 93.7%. This trend is consistent with most non-smart, charging archetypes. Local authority rapid-charging has the second largest share of charging events, 3.2%, followed by public sector fast-charging, 3.1%. Whilst public sector fast- and local authority rapid-charging peak at 08:00 and 12:00 respectively, the predominance of domestic charging means that the overall peak in charging is at 17:00, coincident with the working day.

Median average energy supply is in fact higher for local authority rapid-chargers, 9.3kWh, than for domestic charge points, 7.5kWh. However, the overall pattern of energy supply closely mirrors the typical domestic charging profile due to the dominance and level of domestic charging: 23,826MWh as opposed to a combined 1,706MWh for other types.

Overall, this charging data from the DfT emphasises the stress placed on the distribution network between 17:00 and 18:59, both in terms of number of events and total energy supplied. It indicates the growing need for smarter charging to provide price signals that help to shift demand away from the peak to avoid costly network reinforcement.

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