energy saving trust

Charging vans and longer vehicles

Examples and guidance for local authorities

Richard Mallender

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Layout and vehicle flow

To date, the majority of electric vehicle (EV) charging has been focussed on cars rather than vans or longer vehicles.

The layout of charging stations generally mirrors car parks rather than conventional fuel-filling stations.

This reflects the need to remain stationary for longer periods of time to charge the vehicle. This also assumes that the driver or operator does not need to be present, unlike filling an internal combustion engine (ICE) vehicle with petrol or diesel.

Large vehicle charging: trailers and vans

The number of EV vans and longer vehicles is growing. At present there is very little provision for such vehicles.

Most fleet vehicles will charge at depots where EV chargers and bays are readily available.

But for everyone else, provision for en-route and destination charging needs to be considered when building out EV infrastructure.

Private vehicles with caravans or trailers will also need places to charge.

Layout and vehicle flow

Bays, chargepoints and associated infrastructure need to be designed and suited to larger vans, longer vehicles, or those with trailers.

They will also need to allow for variation over the location on the vehicle of the charging sockets.

Larger vehicles in the heavy goods vehicle (HGV) class are likely to have specially designed charging bays. This leaves a gap in the market for charging longer mid-sized vehicles or those with trailers.

Alternative layouts

At present there are very few EV charging bays that can accommodate longer vehicles outside of private depots.

Additionally, there are only a few drive-through charging examples that currently exist within the UK.

Alternative layouts

Adapting existing layouts to create longer bays is a quick win option that can easily be adopted.