

ELECTRIC VEHICLE CHARGING IN SEVENOAKS

Sevenoaks Joint Transportation Board

Report of Chief Officer, Finance and Trading

Status For Information

Key Decision No

Executive Summary: To inform Members on current and proposed future Electric Vehicle charging in Sevenoaks.

This report supports the Key Aim of

- Protecting the Environment
- Healthy Environment
- Caring Communities
- Sustainable Economy
- Value for Money

Portfolio Holder Cllr. Margot McArthur

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Recommendation to Sevenoaks Joint Transportation Board: The Joint Transportation Board is asked to note the information on Electric Vehicle charging in Sevenoaks District.

Reason for recommendation: That Members note the information provided on Electric Vehicle charging in Sevenoaks.

Introduction and Background

- 1 The purpose of this report is to inform Members about current and future anticipated arrangements for charging Electric Vehicles (EVs) in Sevenoaks District.
- 2 There are environmental, social and economic reasons for switching from petrol and diesel powered vehicles to electric vehicles (EVs). The move towards more sustainable transportation options is encouraged through Government policies including grant-funding incentives.
- 3 Owning and using an EV is an emerging community aspiration, with increasing numbers in the community wishing to “do their bit” for the

environment and enjoy the benefits that owning and running an EV can offer.

- 4 New technological developments make EVs more durable, practical, affordable and accessible, these include increased battery range, standardised systems, a growing public charging network and increased accessibility to home charging.
- 5 An EV is defined as vehicle that uses one or more electric motors to propel it. Hybrid Electric Vehicles (HEVs) have a conventional combustion engine along with an electric motor, which improves performance in terms of economy, performance and/or range.

Types of Electric Vehicle Charger

- 6 EV chargers fall in to three main categories, slow, fast and rapid. Each suited to a particular situation and application.
- 7 Slow chargers take between six and eight hours to charge an EV and are best suited to overnight “home” charging and charging in long stay/all day commuter and worker car parks. These chargers can cost as little as £500, and can be part or wholly funded through a grant application to the Office of Low Omission Vehicles (OLEV), subject to certain conditions.
- 8 Fast chargers take two to four hours to charge an EV and are best suited to leisure/shopper car parks. Fast chargers cost in the region of £500 to £2000.
- 9 Rapid chargers take around 30 minutes to charge an EV and are best suited for use in short stay car parks and as part of a network enabling longer onward journeys, for example at motorway services. Rapid chargers cost in excess of £3000.
- 10 The OLEV grant process can in part, fund both fast and rapid charger installations.
- 11 Some network providers are giving free charging units, though with any type of charger, providing power to the point of delivery often presents the more significant cost.

Home Electric Vehicle Charging

- 12 EVs can be charged overnight using a standard 13-amp socket. Specific “slow” domestic charging points are available from specialist suppliers. Central Government views home charging as a main option for charging EVs.
- 13 Home charging is difficult where properties have no direct off street parking, particularly where there is a public footway between the EV and the residential property.
- 14 Kent County Council (KCC) regulates what can happen on the public highway. KCC’s current policy does not allow trailing electrical leads across the

footway to charge EVs, in the main because of the potential hazard to pedestrians.

- 15 KCC who owns most of the public street lighting network advises that the current network does not have sufficient capacity to accommodate EV chargers, possibly mounted on lamp columns.
- 16 KCC is investigating provision of EV “hubs” in residential areas where properties have no off street parking. These would primarily serve local residents but could also serve the wider community, when resident demand is low, for example in the middle of the day.
- 17 Sevenoaks planning policy now support sustainable initiatives such as provision of EV charging in new commercial and residential developments, where this is practical and appropriate.

Public Electric Vehicle Charging

- 18 Sevenoaks District Council is committed to encouraging the ownership and use of electric vehicles. It has a policy to install charge points in new and refurbished car parks and an ambition to roll out “free” EV charge points across all of its public car parks, where it is appropriate and practical to do so.
- 19 The Council’s Bradbourne (commuter) car park, which reopened in April 2017, has two EV charge points installed.
- 20 The Council’s new Sevenoaks Town (long-stay) car park, which reopened in April 2019, has eight EV charge points installed.
- 21 The Council has a current project to install EV charge points in other towns and villages across the District, subject to available funding.
- 22 Under current policies, EVs customers charging in Council car parks pay the normal parking fee with the electricity provided “free of charge”.
- 23 Currently EV customers have to subscribe to the BP Chargemaster or Charge Your Car networks, which cost around £7.85 a month. Alternatively, customers can use “pay per use” for around £1.20 to connect and £1.50 per hour to charge.

Private Electric Vehicle Charging

- 24 There are a growing number of privately hosted publically accessible charge points in and around Sevenoaks. Including at the BP petrol station in St Johns, Miller and Carter Restaurant car park at Riverhead and Donnington Manor Hotel in Dunton Green.
- 25 As mentioned earlier, Sevenoaks planning policy supports sustainable initiatives such as provision of EV charging in new commercial and residential developments, where it is appropriate and practical to do so. This including

