
KCC approach to Electric Vehicle Charging

To: Sevenoaks Joint Transportation Board – September 2022

Main Portfolio Area: Growth, Environment & Transport

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Classification: For Information

Electoral Division: County Wide

Summary: This report provides an update on Electric Vehicle (EV) Charging Infrastructure across Kent following a report brought to JTB in March 2022.

1. Introduction

- 1.1. This report gives a broad overview of the EV charging network in Kent and will look at Kent County Council's role specifically in ensuring our residents and businesses are able to switch to electric vehicles.
- 1.2. It looks at the current numbers of EV chargers in Kent and outlines any developments that have occurred since March 2022.

2. Electric Vehicles Charging Infrastructure

- 2.1. Electric Vehicle (EV) sales are growing in the UK and the demand for charging infrastructure is rising - driven by the Government's plan to ban new sales of petrol and diesel vehicles from 2030. This is not traditional refuelling as we know it. The speed, and therefore price, of charging varies from the slowest 3kwh up to a potential 350kwh. This could be the difference between charging in 10 hours or charging in 10 minutes.
- 2.2. Industry data suggests the vast numbers of EV owners choose to charge at home if they have access to a home charger. It is convenient and provides the lowest cost option. VAT on electricity is paid at 5% at home but 20% on the public network - arguably penalising those who do not have access to off street parking.
- 2.3. In order to help the transition to electrification, with all the carbon and air quality benefits this would bring, KCC have developed an EV infrastructure programme to install EV charging points across the county.
- 2.4. In March 2022 the Government Published their Electric Vehicle Infrastructure Strategy and released some Pilot funding to go alongside this. In the strategy it outlines a likely for Highways authorities to lead regional EV infrastructure strategies within their areas. A further consultation, expected later in 2022, will shape this work but it is anticipated that

some revenue funding could be provided to support the strategy development. KCC await the consultation.

- 2.5. Figure 3 below uses data from a report compiled for KCC by CENEX, a leading not for profit consultancy on clean travel. It makes some assumptions about charger socket numbers required each year between 2021, 2025 and 2030. This helps officers better plan the delivery for the projects and manage the funding requirements.

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
7 KW	253	350	800	1,100	1,551	2,000	2,600	3,400	4,500	5,982
22 KW	58	100	200	300	372	450	560	670	850	1,121
50 KW	15	25	40	60	88	120	150	200	280	328
150 KW	1	1	2	2	3	10	20	30	40	56
Total	327	476	1,042	1,462	2,014	2,580	3,330	4,300	5,670	7,487

Figure 1: Assumptions made about the numbers of charger sockets required per year scaling up to 2030.

- 2.6. In July 2022 the following public chargers were available to use. (DfT Electric Vehicle Device statistics) Source: <https://www.gov.uk/government/statistics/electric-vehicle-charging-device-statistics-july-2022>

Kent	511
Ashford	34
Canterbury	48
Dartford	77
Dover	47
Folkestone and Hythe	49
Gravesham	14
Maidstone	64
Sevenoaks	26
Swale	46
Thanet	28
Tonbridge and Malling	31
Tunbridge Wells	47

- 2.7. The data above shows that Kent's figures are currently exceeding the 476 public chargers required in 2022. However, the growth of required chargers in 2023 is considerable and much more work will be required across the public and private sectors.
- 2.8. It should be noted that simply installing chargers does not necessarily mean they are being well used, maintained or are in strategically important locations and at the "right" speed. All these factors must work together to create a coherent and useful charging network.

- 2.9. Building Regulations changes took place in June 2022. This affects all new developments and will ensure many more residential and commercial premises are installed with EV chargers or the capability to easily add EV chargers in future. KCC have aligned the new Parking Planning guidance with the Building Regulations for clarity and to ensure a unified approach across the country.

3. Conclusions

- 3.1. The report shows that current charger numbers as a whole are on track with demand. However, ensuring an affordable, reliable network that is well used is important. The upcoming consultation on Regional Strategies will help clarify the roles of Local Authorities and future funding made available will enable many more charger installs where they are needed most.

4. Recommendation(s)

- 4.1. For information