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## **KCC approach to Electric Vehicle Charging**

**To: Sevenoaks Joint Transportation Board – March 2023**

**Main Portfolio Area: Growth, Environment & Transport**

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**Classification: For Information**

**Electoral Division: County Wide**

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

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### **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.

- 2.5. The Government has now launched the Local Electric Vehicle Infrastructure (LEVI) Fund for Highway Authorities to apply for in their region. This is primarily focused on providing resident charging to those without off street parking. The funding is to deliver against a Regional EV strategy, in collaboration with District/Borough Authorities.
- 2.6. KCC officers are in the process of liaising with all District/Borough partners to determine how best to deliver against the targets.
- 2.7. To provide high level targets for Local Authorities to work towards, the Government have commissioned CENEX to produce the NEVIS tool. It forecasts charger requirements for each Local Authority Area to meet the 2030 decarbonisation goals.
- 2.8. However, it should be noted that the majority of chargers shown here are slower (7kw) and this is not aligning with the private sector led investment in this space who are largely delivering ultra rapid charging (100kw-350kw). The Forecast will be updated annually (latest update expected March 2023) and officers are informed that workplace charging is expected to account for a significant portion of these figures.

Sevenoaks

	Total Public chargers	Required chargers	% of target
2021	28	42	66.67%
2022	32	68	47.06%
2023 (Jan)	33	100	33.00%
2025		237	
2028		571	
2030		873	

*Figure 1 – Data compiled in January 2023. Taken from the NEVIS tool kit. Shows that by 2030 it is expected Sevenoaks will need 873 chargers to meet demand.*

- 2.9. In January 2023 the following public chargers were available to use. (DfT Electric Vehicle Device statistics) Source: <https://maps.dft.gov.uk/ev-charging-map/index.html>

Jan-23				
District	Total public charging devices	Total public <b>rapid</b> charging devices	Total public <b>fast</b> charging devices	Charging devices per 100,000 population
Ashford	45	2	43	33.8
Canterbury	49	5	44	31.3

Dartford	86	40	46	73.6
Dover	82	13	69	70.3
F&H	117	19	98	106.3
Gravesham	25	4	21	23.4
Maidstone	68	25	43	38.5
Sevenoaks	33	14	19	27.3
Swale	56	10	46	36.8
Thanet	34	9	25	24.2
T&M	43	13	30	32.5
T Wells	49	7	42	42.4
Total	687	159	528	

- 2.10. 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.

### The Planning system – Transport & Development Planning.

- 2.11. 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 in Sevenoaks are behind the requirements for the District. Charger numbers will need to grow to 2025 and keep growing significantly up to 2030 and beyond. However, ensuring an affordable, reliable network with the “right charger in the right place” is important. Although not all chargers will be delivered by Local Authorities, Kent County Council will work closely with District Officers to explore appropriate solutions to reach these targets.

## **4. Recommendation(s)**

- 4.1. For information