

This Report will be made public on 4 July 2023

Report Number **C/23/13**

To: Cabinet
Date: 12 July 2023
Status: Non key
Responsible Officer: Frederick Miller, Transportation Lead Specialist
Cabinet Member: Cllr Polly Blakemore, Transport, Regulatory Services and Building Control

SUBJECT: ELECTRIC VEHICLE CHARGING POINTS

SUMMARY: This report provides an update on the off-street EV charging points rollout and makes recommendations for further chargepoints to be introduced at on-street sites.

REASONS FOR RECOMMENDATIONS:

Cabinet is asked to agree the recommendations because:

1. Installing further EV charging points on-street will help to meet the growing demand for publicly available chargepoints across the district.
2. Additional charging points will help contribute to the council's actions to reduce carbon emissions to net zero by 2030.
3. In many parts of the district, private off-street parking is unavailable to residents. By installing chargepoints on-street, residents without private off-street parking can enjoy the benefits of charging their electric vehicles at home.

RECOMMENDATIONS:

1. To receive and note report C/23/13.
2. To agree to a joint on-street EV charger trial with KCC to test and fully understand the on-street EV charger delivery.
3. That the choice of locations for the trial be agreed by the Cabinet Member for Transport.
4. That officers continue to engage with KCC to understand the potential for joint working ahead of a potential larger LEVI roll out by KCC in the coming months and years.
5. That officers report the outcome of the trial with recommendations ahead of the potential larger LEVI roll out by KCC.

1. BACKGROUND

- 1.1 The project to install EV charging points in car parks across the district is now complete. This project saw the installation of 103 fast charging points in 26 car parks across the district, which are shown on the council's website.
- 1.2 The 12-year concession contract was won by Connected Kerb in 2021 through a joint procurement exercise with KCC and 5 other districts. The contract includes a 10% revenue share back to the districts.
- 1.3 The off-street charging points were installed at different dates in 2022, with the first six units installed in February 2022 in The Paddocks Car Park, Hythe and High Knocke Car Park, Dymchurch.
- 1.4 The total number of charging sessions across the 26 car parks between February 2022 and May 2023 was 11578. Tram Road car park has seen the highest number of sessions -2620 (23% of all sessions), since the units were installed there in March 2022. The busiest month was April 2023 with 1257 sessions across all 26 car parks. A full breakdown of the charging sessions each month by car park is shown in Appendix 2.
- 1.5 The demand for EV charging points continues to grow. The records show EV chargepoint usage in May this year has more than doubled when compared with the same period last year. KCC's research into demand for EV charging infrastructure indicates that Folkestone & Hythe would need around 242 charging points by 2028 and 369 by 2030. These numbers include charging points provided by the private sector.
- 1.6 F&H is currently leading the way with EV chargepoint installations in Kent. However, to achieve the targets set for 2028 and 2030, further units are required.

2. PROPOSAL

- 2.1 In order to meet the predicted demand, it is necessary to expand the network further, particularly in residential streets where there are high proportions of housing without access to private off-street parking.
- 2.2 Kent County Council (KCC) have recently issued guidance on the installation of on-street EV chargepoints. The guidance does not permit the use of their lamp columns, but charging hubs or post mounted charging units can be introduced on the highway under section 115 of the Highways Act 1980.
- 2.3 Appendix 1 contains a list of potential sites for on-street EV chargepoints. This list has been drawn using a combination of business and resident requests, and site selection tools by EV Chargepoint providers. Subject to further feasibility studies by UK Power Networks, a minimum of four charging points could be installed at each location, and where possible up to six. This would potentially add around 120-180 EV chargepoints to the district's charging infrastructure.
- 2.4 The Department for Transport (DFT) recently announced Local Electric Vehicle Infrastructure Fund (LEVI) funding for Tier 1 authorities. The LEVI Fund is primarily targeted at addressing the need for EV charging in areas with lower levels of residential off-street parking, as EV owners who park on-street will need to rely more heavily on the public charging network.
- 2.5 KCC have approached officers to discuss possible options surrounding a joint on-street EV charger trial, with potential funding being brought from the LEVI Pilot scheme, to test the end to end process of on-street EV charger delivery and the results of different approaches to site selection and

implementation. A small number of sites will be selected from the list of potential locations for this trial.

- 2.6 The trial is expected to start in October/November 2023, and will last for a minimum period of 12 months.
- 2.7 Officers will engage with KCC to understand the potential for joint working ahead of a potential larger LEVI roll out by KCC in the coming months and years and will make further recommendations to Cabinet.

3 IMPLICATIONS

- 3.1 The proposal is to carry out a joint on-street EV charger trial, where the full cost of the EVCPs, including the installation and operation is met by government grant (namely Local Electric Vehicle Infrastructure (LEVI) funding) and the supplier. There will be no financial cost to the council.
- 3.2 It should however be noted that in some of the potential sites, there is a huge demand for parking spaces. There is a possibility that utilisation of some the EV bays is going to be low initially, so restricting them for EV use will make parking even more difficult for residents.
- 3.3 The list of potential sites has been developed using specialist sites identification methods and requests from residents and businesses in these areas. In all sites, there is already EV ownership or potential purchase of EVs is imminent. It is also important to ensure that enough chargepoints are available ahead of demand to encourage more people to make the switch.

4. RECOMMENDATIONS

- 4.1 It is recommended that:
- a) Officers carry out a joint on-street EV charger trial with KCC to test and fully understand the on-street EV charger delivery.
 - b) A small number of sites be selected from the list of potential locations and agreed by the Cabinet Member for Transport.
 - c) Officers continue to engage with KCC to understand the potential for joint working ahead of a potential larger LEVI roll out by KCC in the coming months and years.
 - d) Officers report the outcome of the trial with recommendations ahead of the potential larger LEVI roll out by KCC.

5. RISK MANAGEMENT ISSUES

- 5.1 A summary of the perceived risks follows:

Perceived risk	Seriousness	Likelihood	Preventative action
There is a risk that some of the potential sites will not have sufficient electricity capacity for the charging points when the feasibility surveys are carried out.	Medium	Medium	Supplier will be urged to upgrade the network to accommodate the charging units or find nearby alternative locations.
There is a risk that utilisation of the EV	Medium	High	EV chargepoints need to be

<p>bays will be low initially, so restricting them for EV use only will cause parking difficulties for residents.</p>			<p>installed ahead of demand. Officers will monitor the use of the EV bays. Restricting the use of bays will require an amendment to the Traffic Regulation Orders. Extensive consultations will be carried out before any changes are made to TROs.</p>
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6. LEGAL/FINANCIAL AND OTHER CONTROLS/POLICY MATTERS

6.1 Legal Officer's Comments (NM)

There are no legal implications arising directly from this report.

6.2 Finance Officer's Comments (TM)

There are no finance implications relating to this report.

6.3 Diversities and Equalities Implications (FM)

Officers will ensure that the new EV charging points meet accessibility standards developed by the British Standards Institution and the DFT. This ensures accessibility for all users, including disabled and older people.

6.4 Climate Change Implications (FM)

The provision of EV charging points is one of the many actions the council is taking to tackle carbon emissions. A lack of chargepoints is often cited in consumer research as a key reason as to why some people will not consider buying an EV. Increasing access to and availability of chargepoints is therefore key to encouraging people to make the switch.

7. CONTACT OFFICERS AND BACKGROUND DOCUMENTS

Councillors with any questions arising out of this report should contact the following officer prior to the meeting:

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The following background documents have been relied upon in the preparation of this report: **None**

Appendices:

Appendix 1: List of potential on-street sites

Appendix 2: Breakdown of charging sessions in car parks