

This Report will be made public on 13 October 2020

Report Number **C/20/37**

To: Cabinet
Date: 21st October 2020
Status: Non-Key Decision
Responsible Officer: Frederick Miller- Transportation Lead Specialist
Andy Blaszkowicz – Director, Housing & Operations
Cabinet Member: Cllr David Godfrey, Cabinet Member for Housing,
Transport and special projects

SUBJECT: ELECTRIC VEHICLE CHARGING POINTS

SUMMARY: This report provides details of the district's electric vehicle (EV) charging point infrastructure, and makes recommendations for further charging points to be installed to meet anticipated future EV uptake.

REASONS FOR RECOMMENDATIONS:

Cabinet is asked to agree the recommendations because:

1. The additional charge points will contribute to the council's Carbon Action Plan to reduce carbon footprint by encouraging the adoption of EVs.
2. Charging infrastructure needs to be in place to give residents and businesses the confidence to purchase EVs.
3. Additional EV charge points are needed in the district to fulfil the required number identified in a recent study commissioned by Kent County Council
4. There is already an expectation from residents and visitors that places will have adequate coverage of convenient and affordable EV charging infrastructure available to use.
5. Full Council approval is required for proposed budget changes to the General Fund Capital Programme.

RECOMMENDATIONS:

1. To receive and note report C/20/37.
2. That Cabinet seek Full Council approval for the capital funding of £40,000 to be provided in the current financial year 2020/21 for 15 on-street fast chargers (7kw-22kw), and that this expenditure is met from the Climate Change Reserve.
3. That charges of 25p per kWh (minimum of £2.50) be applied to all units to cover the cost of electricity usage and credit/debit card charges when the new charge points are installed.
4. That EV drivers continue to pay for parking in chargeable car parks and on-street locations.
5. That charges be reviewed annually in line with council's fees and charges policy.

1. BACKGROUND

- 1.1 FHDC first introduced EV charging points in 2014 in three car parks: Shellon Street, Folkestone; Military Road, Hythe; and West Street, New Romney. The council was able to obtain funding from the DFT through KCC for these, but made a contribution of £1,000 per unit, amounting to £3,000.
- 1.2 The council signed a contract with ChargeYourCar (CYC) for the provision of the network services. The decision was made then not to charge customers for the use of the facilities to encourage greater usage.
- 1.3 By early 2018, the units were beyond economical repair. The council signed a 5 year contract with CYC in June 2018 to replace, operate, and maintain all three units (at no cost to the council) with 22kw dual fastcharge points.
- 1.4 The usage numbers have been growing steadily. There were 1,553 charging sessions recorded in 2019/20 with electricity costs met by the council, now amounting to just over £4,000 per annum.
- 1.5 In addition to the six charging points provided by the council, there are around 23 more (mainly rapid chargers) provided by commercial businesses in Folkestone and Hythe, such as Shell, Sainsbury's, Bannatyne Health Club and Stop 24.
- 1.6 The number of electric vehicles registered in F&H has almost doubled from 127 in 2017 to 252 in June 2020. This fits the trend in the county with 5,035 EVs now registered in Kent.

2. CONSIDERATIONS FOR ON & OFF STREET CHARGE POINTS

- 2.1 In 2018, KCC commissioned a company, Cenex to undertake a study on the future requirements of electric vehicle charging infrastructure across the county. A report was issued last year, which provided the amount and locations of the existing EV charging points, and priority locations for future charging infrastructure based on uptake scenarios.
- 2.2 The Cenex report assumes three scenarios:
 - a) Business as usual- low level of EVs purchased by drivers in line with the UK general uptake rates
 - b) Medium uptake scenario- the number of low emission vehicles uptake as a percentage of new car sales in the UK. This proposes a minimum of 15% and 30% of new car sales
 - c) High uptake scenario- represents an aggressive EV uptake pathway required to meet the UK's 2050 greenhouse gas (GHG) emission reduction commitments. Under this scenario the number of EVs in Kent would increase from ~2,000 in 2017 to ~126,000 in 2028
- 2.3 The table below shows the allocation charge points for Folkestone & Hythe using medium uptake scenario.

	Number of vehicles	2021 Medium Uptake Scenario	
		7kw Ac- Fast charger	50 kw DC- Rapid charger
Folkestone & Hythe	54,648	47	2

- 2.4 Officers are currently working with KCC to secure OLEV (Office for Low Emission Vehicles) funding for additional EV charging points in almost all of our car parks, which we believe will meet the criteria. The list of potential sites is shown in appendix 1. The funding available is for 75% of the capital costs of procuring and installing the charge point. It is expected that the remaining 25% costs will be met by the successful supplier through a concession model, where they would be offered a share of the revenue. KCC will be carrying out the procurement exercise autumn 2020.
- 2.5 It is estimated that OLEV funding will be provided for at least 40 charge points in 23 of our car parks. This plus the 21 charge points (mostly rapid chargers) currently provided by the commercial businesses, and the 6 existing council charge points, will exceed the 49 required for the district to fulfil the medium uptake scenario.
- 2.6 KCC have stated they are not prepared to fund on-street charge points. However, KCC officers have indicated they would not object to banks of chargers placed in convenient on-street locations at the district's cost.
- 2.7 A cost-effective solution to address the need for on-street charging is to use unmetered supply (i.e. lampposts) as standalone pedestal charge points are very expensive.
- 2.8 Officers have received a quotation from Bougyes who already have a contract with KCC to maintain street lights. Bougyes have indicated that the charge points could be connected to lamp columns. The costs to provide these units and install them will be £39,220. A planned maintenance schedule of rates will follow.
- 2.9 It is recommended that funding be provided for on-street charging points in 15 locations shown in appendix 1. The potential on-street sites include taxi ranks to meet anticipated taxi plug-in vehicle demand, and destinations where drivers are expected to spend a reasonable amount of time, perhaps an hour or more, during which they can charge their vehicles. Officers will monitor use of these charge points and make recommendations for further on-street units beyond 2021 if necessary.
- 2.10 Under the Workplace Charging Scheme, officers can apply for funding from OLEV for 75% of the purchase and installation costs of new charge points. Officers received a quotation totaling £11,590 for three dual charge points from an approved supplier. However, a site survey has revealed there is insufficient grid capacity at the civic centre for the new charge points. The cost

for the power upgrade is £27,270. Given the substantial costs of the power upgrade, and the uncertainty about future use of the civic centre, it is therefore recommended to not progress the Workplace Charging Scheme.

- 2.11 It is therefore recommended that capital funding of £40,000 be provided to fund the installation of 15 on-street charging points, and that this expenditure is met from the Climate Change Reserve.

3. PROPOSED CHARGES

- 3.1 As already mentioned, the council currently do not charge customers for electricity, but drivers are required to pay for parking. When the charging points were first introduced, electricity costs were around £1k each financial year. The cost to the council now for providing free electricity to customers is over £4k in the 2019/20 financial year.

- 3.2 CYC currently provide the council's back office services for the existing charge points and charge customers a £1 connection fee. They already collect tariff payments for electricity from some of their clients. This is quite similar to the arrangements the council has with RingGo for parking fees.

- 3.3 The majority of districts in Kent do not yet charge customers for electricity although many are considering doing so. Dartford Council currently charges 25 pence per kWh (minimum £2.50) and this is the current average charge in the UK.

- 3.4 KCC will be including in the tender documents that the successful supplier will be required to provide network services, back office provision, and collect tariff payments on behalf of councils.

- 3.5 **It is therefore recommended that a tariff of 25 pence per kWh (minimum of £2.50) is introduced when the new charge points are installed, and this is reviewed annually in line with other fees & charges.**

- 3.6 The energy costs for EV charging points is usually around 14p per KWH so the monies collected will cover the costs of the electricity, and also go towards any credit and debit card charges. There is currently no specific budget set aside to cover electric bills for EV charge points but this would save the council the £4k it currently spends, plus the additional costs for the new units.

- 3.7 **It is also recommended that drivers continue to pay for parking in chargeable sites as this would encourage drivers to return to their vehicles and not overstay, which is usually a problem with these facilities.**

4. RISK MANAGEMENT ISSUES

- 4.1 There is not a great deal of risk management involved in this issue

Perceived risk	Seriousness	Likelihood	Preventative action
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Suppliers unwillingness to invest in remote off-street sites	High	Medium	Working with KCC and other districts increases the number of charge points required and makes the project more attractive to suppliers to invest.
Some on-street parking sites are already oversubscribed. Dedicated EV charge point bays would add to this constraint.	Medium	Medium	Engage with stakeholders. Communication

5. LEGAL/FINANCIAL AND OTHER CONTROLS/POLICY MATTERS

5.1 Legal Officer's Comments (ADL)

There are no legal implications associated with the recommendations in the report. However Legal have not had sight of the contracts for supply and maintenance of the Charging Points so cannot comment here on the same.

5.2 Finance Officer's Comments (LW)

As a new initiative, there is no budget provision for the proposed scheme in the approved Medium Term Capital Programme and Full Council approval will be required for this. The net capital cost to the Council of £40,000 can be met from the Climate Change Reserve as outlined in the report. If the proposed charge is agreed for using the charging points this will cover the direct revenue costs of providing the service.

5.3 Diversities and Equalities Implications (FM)

There are no negative implications arising from this report

6. 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:

Kent County Council EV Infrastructure Update Study- Report prepared by CENEX (Independent, not-for-profit, low emission vehicle and energy for transport experts), and issued on the 5th March 2019

Appendices:

Appendix 1: List and map of potential on & off street sites in F&H for EV charge points