

Classification: Public

Key Decision: No

Gravesham Borough Council

Report to: Climate Change Advisory Board

Date: 10th May 2022

Reporting officer: Director (Corporate Services)

Subject: EV Charging Update

Purpose and summary of report:

To provide Members with an update on progress with Electric Vehicle charge points

Recommendations:

1. Members note the report.

Key Implications:	
Item	Implications
Legal	None
Finance and Value for Money	Funding for EV charge points is being provided by grants from the Office of Zero Emission Vehicle and the On-Street Residential Charge point Scheme
Corporate Plan	#1 People (carbon neutral borough, improve the local environment) #2 Place (positively promote sustainable development) #3 Progress (strong leadership)
Climate Change	Transition to zero emission cars and vans will have a positive impact on the councils target to do everything in its power to be carbon zero by 2030

1. Introduction

- 1.1 As the first G7 nation to announce phase out dates for new petrol and diesel cars, vans and trucks, the UK is at the forefront of the electric vehicle (EV) transition. The uptake of Electric Vehicles is increasing, and in December 2021, over a quarter of all new cars sold in the UK were battery electric vehicles.
- 1.2 Although the UK has one of the largest public charging networks in Europe (around 29,500 charge points), more are needed to meet the demand driven by the transition to zero emission vehicles.

- 1.3 It is recognised that most electric vehicle drivers predominantly charge at home, and this trend is expected to continue. However, a two-tier experience between people with and without access to off street parking is developing and this needs to be addressed.
- 1.4 To date, delivery of charge points in the borough have been achieved through funding provided by the Office of Zero Emissions Vehicles (OZEV) and the On-Street Residential Charge point Scheme (ORCS).
- 1.5 On 25th March 2022, the government published the Electric Vehicle Infrastructure Strategy which specifies access to local on-street public charging as essential.
- 1.6 As a result, a package of measures are being made available to support local authorities and transform local on-street charging.
- 1.7 This includes uplifting the new Local EV Infrastructure (LEVI) Fund with £400m of capital and £50m of resource funding. And, the continuation of the On-Street Residential Charge point Scheme with £20m allocated for 2022/23.

2. Update on Chargepoints in Gravesham

- 2.1 Within the Climate Change Management Delivery Plan, we have committed to explore the provision of EV charging points within council owned assets and implement actions where a sound business case can be provided.
- 2.2 Following on from this, a number of EV charge points have already been installed in the borough, and more are underway.
- 2.3 Milton Place car park and Parrock Street car park both now have one dual connector fast charger (can charge 2 vehicles at once) and one ultra-fast EV charge point. Both chargers are operated by BP Pulse.
- 2.4 In addition to the above, BP Pulse will also be installing an additional 10 x dual connector 7kW EV charge points in Parrock Street car park using ORCS funding. This is to provide charging opportunities for town centre residents who do not have access to off street car charging at home.
- 2.5 We have also secured OZEV funding under the Kent600 programme with Connected Kerb to install additional EV charge points at more council owned car parks. Details of these are contained in the table below.

Location	Number of charge points
Rathmore Road Car Park, Gravesend	4 (or 6 if capacity allows)
Echo Square Car Park, Gravesend	4
May Avenue Car Park (Perry Street), Northfleet	4
Camer Parade Car Park, Meopham	4
The Bay Car Park, Vigo	6
The Hill Car Park, Northfleet	2
Osney Way Car Park, Gravesend	3

Cygnets Leisure Centre Car Park, Northfleet	4
Total charge points in Kent600 programme	30

- 2.6 Sufficient electrical grid capacity within the borough has proved to be a recurring problem with the Distribution Network Operator (DNO), which has resulted in some sites being more viable than others and grid connection costs varying between the feasibility and ordering stages.
- 2.7 The provision of a rapid EV charge point for use by taxi's in the town centre has taken longer than expected due to cost and capacity issues with the DNO. We are now exploring an option in Parrock Street which we hope will be viable.
- 2.8 A bid is being made to National Highways as part of their Designated Funds, Lower Thames Crossing for additional EV charge points in North Kent. This funding could help deliver to locations that are otherwise not possible due to connection cost. A second taxi EV charge point has been included in this, for which the preferred location is Rathmore Road (at the railway station taxi rank).
- 2.9 It is recognised that what we are doing now is only a starting point, and as the adoption of EV's increases the amount of charge points required will also need to scale up. We have therefore registered our interest in the LEVI fund so we can continue to attract funding.
- 2.10 The LEVI fund consists of a short pilot phase for three to eight local authorities to test the rollout of EV charging at scale, followed by the opening of the full fund for all local authorities. We will use the time during the pilot to plan how we can deliver additional charge points in the borough so we are in prime position once the full fund opens.
- 2.11 We took the opportunity during the LEVI fund consultation with the Energy Saving Trust to feed back our experiences with the DNO and how grid capacity needs to be improved for expansion of the national EV charging infrastructure at the scale required.
- 2.12 We have also encouraged Parish Councils to participate in EV charging funding opportunities, and Meopham Village Hall now has two EV charge points installed.

3. Appendices

- 3.1 Appendix 1 – map of EV charge point locations on council owned land.

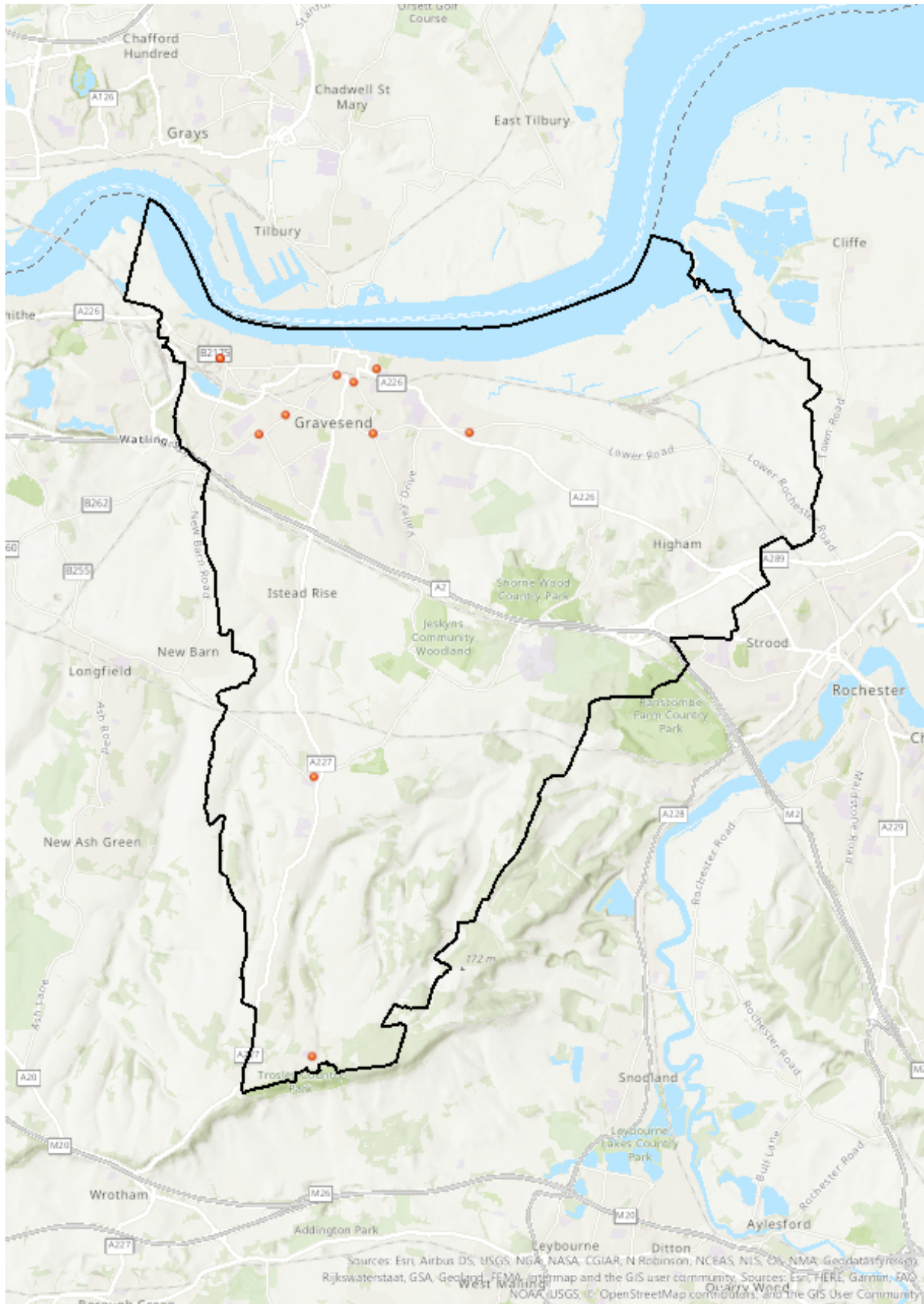
4. Background Documents

- 4.1 There are no background documents.

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Appendix 1 – EV charge point location on council owned land



Secondary Implications	
Risk Assessment	None
Data Protection Impact Assessment	<p><i>A data protection impact assessment (DPIA) should be carried out at the start of any major project involving the use of personal data or if you are making a significant change to an existing process.</i></p> <p>a. Does the project/change being recommended through this paper involve the processing of personal data or special category data or criminal offence data? A definition of each type of data can be found on the Information Commissioner's Office website via the above links. No</p> <p>b. If yes to question a, have you completed and attached a DPIA including Data Protection Officer advice? N/A</p> <p>c. If no to question b, please seek advice from your nominated DPIA assessor or the Information Governance Team at gdpr@medway.gov.uk. N/A</p>
Equality Impact Assessment	<p>a. Does the decision being made or recommended through this paper have potential to cause adverse impact or discriminate against different groups in the community? If yes, please explain answer. No</p> <p>b. Does the decision being made or recommended through this paper make a positive contribution to promoting equality? If yes, please explain answer. Yes – People without access to off street parking have more limited access to charging infrastructure than those which do. This project aims to address this problem.</p> <p><i>In submitting this report, the Chief Officer doing so is confirming that they have given due regard to the equality impacts of the decision being considered, as noted in the table above</i></p>
Crime and Disorder	None
Digital and website implications	None
Safeguarding children and vulnerable adults	None