From: **Peter Osborne – Cabinet Member for Highways and Transport**

Simon Jones - Corporate Director Growth, Environment and Transport

To: **Growth, Environment & Transport Cabinet Committee 10th March 2026**

Subject: **Electric Vehicle Charging Infrastructure in Kent**

Classification: **Unrestricted**

Past Pathway of report: NA

Future Pathway of report: No further reports scheduled

Electoral Division: Kent wide

Summary: This report provides an overview of Electric Vehicle (EV) charging in Kent and will outline:

- The Local Electric Vehicle Infrastructure (LEVI) fund
- Existing EV charging projects in Kent
- Other EV charging technologies
- Wider context for plug in vehicles

Recommendation(s):
The Cabinet Committee is asked to note the contents of the report and our approach to delivery of the LEVI project.

1. The Local Electric Vehicle Infrastructure (LEVI) Fund

1.1 In February 2023, the Office for Zero Emissions Vehicles (OZEV) published their regional allocation of Local Electric Vehicle Infrastructure (LEVI) funding, of which Kent County Council (KCC), as a Tier 1 authority, was allocated £12,081,000 of ring-fenced capital funds to influence the deployment of residential electric vehicle charging. This should primarily focus on on-street locations.

1.2 The £12,081,000 allocation to KCC will act as a match funding contribution towards the total cost of installing the EV charging infrastructure with the private sector investing the rest of the required capital funding.

1.3 In addition, £1,900,600 of revenue funds were granted to KCC to provide staffing to develop a countywide approach to EV charging and delivering the LEVI project. KCC has received permission from OZEV to spread this cost over 8 years.

1.4 The allocation to KCC made it the largest LEVI project in England for a Local Authority. The project will be delivered without drawing on funding from KCC.

1.5 The focus of the LEVI fund is to help deliver a step change in the deployment of local, primarily low power, on-street charging infrastructure to accelerate the commercialisation of, and investment in, the local charging infrastructure sector.

1.6 The Contract Notices for this opportunity were published on 25th November 2024. Over sixty expressions of interest were received in total, and a thorough procurement process was undertaken with the deadline for final tenders of 8th September 2025.

1.7 Using the ringfenced LEVI capital fund, a contribution of £1,000 per location (£1,500 where highway buildouts are required) will be made towards the cost of providing the infrastructure. This funding will be paid to the operator upon receipt of suitable evidence that sites have been delivered to the required specification. Any capital funds remaining will be allocated to future EV charger deployments as the market develops.

1.8 There are mechanisms in place, such as margin caps, time of use charging and other incentives that will help keep the cost of charging accessible for end users.

1.9 In February 2026, contracts were signed with Urban Fox, part of the Balfour Beatty Group as the operator to install and manage the infrastructure.

1.10 Urban Fox will take on the financial responsibility for investing into Kent and taking responsibility for the ongoing operation and maintenance costs. The project will provide jobs and investment into Kent during the contract term with additional value added in the investment into Kent's local electrical grid.

1.11 KCC will receive remuneration from the contract over 20 years, as outlined in the relevant clauses in the concession contract with Urban Fox

1.12 Responsibility for the ongoing management of the project lies within the Network Innovation Team in H&T with project oversight responsibility with the Head of Transportation.

1.13 The first year's rollout has been indicatively designed using resident suggestions alongside multiple data sources considering propensity for off-street parking, future growth, the existing network and location details of existing EV's registered in Kent, to name a few. The network is designed to be equitable and cover all areas of Kent. A map of the first 150 locations has been provided in the Appendix to this report. Locations have been selected to avoid property frontages where possible to minimise disruption to residents.

1.14 It is intended that each location will have an initial 2 sockets available (2 x bays) so as to minimise parking disruption in the early phases. Passive provision will be provided where appropriate enabling the majority of the civils works to take place at once. As utilisation and local demand increases, additional chargepoints can then be easily fitted, reducing the project cost and preventing additional disruption from further excavation in the road.

1.15 The vast majority of the chargers installed will be dual 7kw units with some 11kw and 22kw included where appropriate. Although the exact chargers

selected will evolve with technological advances, a few images have been included in the Appendices of chargers we anticipate installing.

1.16 Each location will be subject to a Traffic Regulation Order which includes a public consultation. Installations will take place on a rolling basis and Urban Fox has employed an Engagement Officer to help KCC work with local communities and answer any questions they may have.

1.17 Residents and businesses are encouraged to visit KCC's website to suggest locations for chargers and keep up to date with the latest news about the project www.kent.gov.uk/onstreetev. To date, around 800 locations have been proposed by Kent residents as part of this engagement exercise.

2. Existing EV Charging Projects in Kent

2.1 KCC has previously delivered smaller, more targeted deployments of EV charging infrastructure:

The Rapid Taxi Charger Project	**Description:** Installed 24 x 50 kw rapid chargers for the taxi community to encourage a switch to EV across the county. **Status:** Operational **Funding:** This project was entirely funded by Government grant and private sector investment.
The Parish Charger Network	**Description:** Installed 70 x 7kWh chargers in Parish communities across Kent. **Status:** Operational **Funding:** This project was funded through Government grant.
Ultra Rapid Charging Hubs	**Description:** A project looking to create ultra rapid EV charging hubs on KCC owned land along the Strategic Road Network including A roads. **Status:** In development with colleagues in Infrastructure. **Funding:** The project will be funded by private sector partners.

3. Other EV charging technologies

3.1 **Cable Gullies -** There has been some media attention on Cable Gullies or Cross Pavement Gullies over the last year. Officers have been looking at this situation closely and engaging with other Local Authorities and central Government on the matter.

3.2 Officers are currently awaiting an article update from the Institute of Engineering and Technology (IET) with regards to their IET 01 (2024) guidance note and how it should be interpreted with regards to simultaneous touch electrocution risk.

3.3 Furthermore, the Government is expected to pass secondary legislation to remove the need for planning permission when installing a home charger that

requires a cable gully. This is anticipated to come into effect later in 2026, removing some cost and time delays associated with any cable gully installation. It should be noted that the relevant highway permissions, purchase and installation costs and ongoing liability considerations for the charging cables would still apply.

3.4 It is expected that KCC will be able to take a decision as to whether to proceed with a limited scale gully trial later in 2026.

3.5 **Trojan Home –** KCC are working with Trojan Energy on a small-scale trial to test their Trojan Home product, allowing homeowners to utilise their home electricity tariffs. The Trojan Home product is regulated like any other on street installation and at the time of writing, 10 installations have taken place with a small expansion to that trial anticipated. Residents can visit KCC's website to find out more.

4. Wider context for providing charging infrastructure.

4.1 The latest available data to Q3 2025 identifies 42,537 licenced plug-in vehicles that are registered in Kent, representing 4% of the registered cars and LGVs in the county. Since 2020, plug-in vehicle ownership has increased by 390% at an average of 10.24% each quarter. Note that this does not account for vehicles registered elsewhere but travelling through Kent, or any lease vehicles that have been registered elsewhere, so the actual number of EVs on Kent roads will be higher.

4.2 Nationally, new vehicles with a plug (either full battery electric or plug-in hybrid) accounted for 34.5% of new vehicle sales in 2025.

- **Battery Electric Vehicles (BEVs):** 23.4% market share (473,348 units).
- **Plug-in Hybrid Electric Vehicles (PHEVs):** 11.1% market share (225,143 units).

4.3 Kent has an estimated 700,949 dwellings with around 40% not having access to off-street parking. Some residents have access to parking but not necessarily the ability to install home charging facilities.

4.4 New developments are obligated to provide chargers as part of Building Regulations, updated in 2022.

5. Policy Framework

5.1 The introduction of Local Electrical Vehicle Infrastructure supports the following:

- Building Better Communities – Ensure that the infrastructure needs of the County to support economic growth and quality of life are fully in place.

Recommendation(s):
The Cabinet Committee is asked to note the contents of the report our approach to delivery of the LEVI project.

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