

Electric Vehicle charge-point scheme Questions and Answers

Welcome to the Kent County Council Electric Vehicle charge-point scheme for Parish and Town Councils. Here you will find all the information you need about the scheme.

Why we are doing this project?

Kent County Council (KCC) is committed to helping the residents and businesses of Kent switch to more sustainable modes of travel such as walking, cycling and using public transport. However, we recognise that many people will still rely on private vehicles for their transport needs. Where this is necessary, KCC wants to help enable the use of low carbon transport modes, such as electric vehicles (EVs).

Providing adequate electric vehicle charge-points across the county is a very important part of KCC's strategic plan to achieve carbon neutrality in Kent by 2050, set out within the Kent & Medway Energy and Low Emissions Strategy. While there is private investment available for providing charge-points in densely populated locations or on the main roads, often the smaller communities will be missed. This project aims to provide publicly available charge-points in local communities across Kent. The project will start off as a pilot project with a small number of targeted locations in Kent. These have been selected based on a number of criteria:

- Gaps in existing EV charge-point locations
- Gaps in future EV charge-point plans in the local area
- Population density
- Air Quality Management Areas
- Best locations to encourage EV uptake
- Links to Solar arrays

KCC will assess the scheme as it progresses and monitor its success. As future funding becomes available the scheme could be rolled out to more areas in Kent.

What is the project?

KCC have at least £60,000 for the year 2020/21 to install Charge-points in Parish and Town Council locations. It is planned that KCC will invite interested partners, within the areas identified to put forward their locations. KCC will optimise the locations based on best value for money and procure one supplier to install charge-points at these prioritised locations. KCC will ensure ongoing maintenance is included and a revenue share is returned to the Parish / Town council as landowner.

Who can register their interest for this project?

In the first phase, the project is only available to the following Parish / Town councils:

Area 1 (Z1)	Area 2 (Z2)	Area 3 (Z6)	Area 4 (Z10)
Darenth	Ash Cum Ridley	Bobbing	Guston
Hextable	Hartley	Borden	River
Stone	Longfield and Newbarn	Hartlip	Temple Ewell
Sutton at hone and Hawley	Meopham	Iwade	Whitfield
Swanley	West Kingsdown	Lower Halstow	
Swanscombe and Greenhithe		Minster on Sea	
Wilmington		Newington	
		Queenborough	

		Tunstall	
		Upchurch	

This project is aimed at Parish and Town Councils who have ownership or use of village/town halls and community buildings. We do appreciate that some of the Councils listed above will not have access to a village hall or community building but we are open to explore all available opportunities if another piece of land or building can be found.






All councils wishing to register their interest in the project shall be referred to as the *applicant*.

What is an electric vehicle charge-point?

An electric vehicle charge-point looks similar to a petrol pump but instead delivers electricity to an EV. Although the technology is evolving quickly, it is currently not possible to re-fuel in as little time as at a petrol pump.

There are several charge-point types available and each has the ability to charge vehicles at different speeds, measured in kilowatts per hour (kwh). These range from a 3 pin plug or 7kw home charge-point right up to what is called 'ultra-rapid' charging - generally available on the motorways and designed to provide up to 100 miles of range in 5 -10 minutes.

	Slow (3-7kW)	Fast (7-22kW)	Rapid (up to 50kW)	Ultra – Rapid (100-350kW)
Charge time	4 to 8 hours	2 to 4 hours	25-40 mins	5 - 20 mins
Vehicle range added in 15 mins	3-6 miles	6-20 miles	35-40 miles	50 - 150 miles
EV compatibility	All	All, some vehicles may charge slower than others	Dependent on connector type. Not all Battery EVs and very few Plugin Hybrid EVs are capable of accepting a rapid charge	At the present time only the high end Battery EV's, such as the Porsche Taycan, can charge at ultra-rapid speeds.

Typical Photo				
				

It is most likely that Fast (7-22kw) charge-points, using Type 2 connectors, will be most suitable for this project because they provide the most appropriate speed for communities looking to serve visitors and local residents. Type 2 connectors are industry standard and will connect to the greatest number of vehicles.

The majority of people charge their vehicles over night at home or during the day at destinations visited regularly such as a place of work, supermarkets or restaurants. This is typically done using a lower power charge-point as this is usually the lowest cost and makes good use of time when the vehicle is not being utilised.

Charge-points will either be wall mounted, which is the lowest cost, or located on a pillar or post.

More information can be found on the Energy Saving Trust:

<https://energysavingtrust.org.uk/transport/electric-cars-and-vehicles/charging-electric-vehicles>

What speed charge-points will be installed as part of this project?

Fast Charge-points (7-22kw) are most likely to be installed as part of this project. The exact speed of charge-points will be agreed on a case by case basis. The more information gathered from Parish and Town Councils about your residents and expected users of the charge-points, the easier it will become to select suitable charge-points. This information can initially be collected on the Registration Form as described later in this document.

Only what is called Mode 3 charge-points will be funded under this project. Mode 3 means the charge-point will have a dedicated wall or pillar box with the electronics built in providing more safety than a 3 pin plug.

Isn't faster charging always best?

It is important to consider who will likely use the charge-points. For example, overnight resident parking will generally require 7kw charging as 4-8 hours is plenty of time to recharge most vehicles. In contrast visitors and people passing through could benefit from faster day time charging facilities, with 22kw charging a more appropriate choice, if 3 phase AC power supply is available.

The available power supply available will largely determine what charge-point we can install but often it is better to install a number of slower charge-points at 7kw than one charge-point at 22kw - as this will serve more users at the same time. However, if there is available power, and you wish to provide a range of charging speeds for different needs then this will be acceptable.

Top tip: If residents are likely to leave their car overnight, recharging more quickly in 2-4 hours (22kw) provides little value, as they are unlikely to move their car until the morning.

How many charge-points would be installed?

We want the grant money to provide as many charge-points as possible across the county. Therefore, we will favour locations where multiple charge-points can reasonably be installed. If match-funding is being used to provide even more charge-points, that will help your location being selected.

Most importantly we want well considered submissions providing charge-points in locations that are likely to be used, and provide a good resource for the public.

At which locations can we install charge-points?

The charge-points should be installed on land that is publicly available to use with express permission from the landowner. Parish or Town council owned land would most likely be suitable. We imagine that village hall car parks and community hubs will offer the best locations, but if you have an alternative in mind, feel free to submit it or speak to us before registering your interest.

Ideally the car parks will be available to use 24/7. If this is not the case then please detail any planned closures when completing your registration form.

Please note that parking bays with charge-points should be reserved solely for the use of electric vehicles. This will result in a loss of parking spaces for other users who do not drive electric vehicles.

How much funding is available?

KCC will look at the whole project costs and allocate resources as efficiently as possible. However, it is likely that up to £4,000 per Parish or Town Council will be used for Capital costs of installing a charge-point/s.

How much does a charge-point cost?

Charge-point costs vary. The units themselves are relatively level in price at roughly:

£500 - £1000 for a single charge-point at 7kw

£800 - £2,000 for a double charge-point at 7kw

£2,000-£3,000 for a single 22kw charge-point AC.

However, the installation costs and connection to power will vary with each location.

Will it cost us anything?

No, the project could pay for the entire cost of the works to install a charge-point/s. However, locations that offer best value for money and/or can provide match funding, will be favoured. If you can provide match funding it could enable more charge-points to be installed in your location. This will better serve your local community and could provide a greater revenue share back to the Parish/ Town Council as landowners. However, it is not essential for match funding to be provided.

Are there other grants available we can apply for?

Yes. If you wish to install multiple charge-points for use by local residents overnight we recommend applying to the On-Street Residential Charge-point Scheme (ORCS) administered by the Office for Low Emission Vehicles (OLEV).

This scheme may provide up to 75% of the capital costs of installing charge-points, if it can be demonstrated that there is a need for charge-points nearby. More information can be found on the ORCS website. <https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints>

We welcome applications to the ORCS and will assist with these. Our project funding could be used to cover the other 25% of costs if necessary. If you wish to take advantage of the ORCS scheme to support your locations for the KCC led grant funding, please contact us at the earliest opportunity and we will discuss the proposal. The ORCS scheme requires an application and installation to take place in the same financial year so it is worthwhile starting the application early.

Please note it is not necessary to apply for the ORCS scheme to take advantage of the KCC led project funding but it may allow a greater number of charge-points to be installed. For a good example of this taking place, Cranbrook & Sissinghurst Parish Council successfully applied to the ORCS and have installed 6 charge-points outside their local library.

Will we be paid?

Yes, we expect to be able to offer a 30% profit share (after the cost of electricity and maintenance has been accounted for) for assigning dedicated EV parking bays.

For example:

The charge-point generated £200 in electricity sales in one month.

There was £120 worth of costs incurred by the Parish / Town council as land-owner on their electricity bill.

The annual maintenance and servicing cost is £300 per charger (£25 per month)

The remaining £30 revenue per month would be split 70/30 between KCC and the Parish/ Town council.

Why do we have to split the revenue with KCC?

The project is designed to grow over time. As charge-points come online and start being used this will generate revenue that can be used to fund the next charge-point. This is important as we will need to fund charge-points in areas where they may not be used very often but serve a local need. Additionally, if your charge-point needs to be upgraded or expanded in the future, the revenue will help to pay for this.

There is further risk too for KCC, if some charge-points get very low usage and can't financially cover themselves for repairs and maintenance then the 70% profit share to KCC will be used to pay for the maintenance. We do not want local Parishes to be left with a financial liability or for their charge-point to be left in disrepair.

KCC will ringfence the revenue for maintenance and expansion of the public EV charge-point network and sustainable travel initiatives. The money will not be used for 'day-to-day' spending by KCC.

Who is responsible for maintaining the charge-points and who will pay for this?

KCC will fund and retain ownership of the charge-points. Therefore, KCC will arrange for maintenance, servicing and deal with any issues that may arise. If the units are vandalised or accidentally damaged then KCC will arrange for the repair. All repairs will be contracted out to the supplier who installed the unit. A maintenance and repair fee will be taken from the revenue generated by selling electricity before profit share is split out.

What will happen to our existing electricity bills?

The party responsible for paying the electricity bill to the utility provider will continue to do so but power consumption will inevitably rise - leading to higher bills. That is why it is important for the end user to be charged for their electricity usage per kwh. In order for revenue share calculations to be processed we may need to see evidence of electricity use.

If the applicant is not responsible for paying the utility provider, a written agreement needs to be in place between all relevant parties before registering your interest in the project. Evidence of this may be required.

Who pays to charge the vehicles and how much will they pay?

The end user will pay for the electricity they use with an additional cost on top, to cover maintenance and operational costs.

We would not expect any charge-points to cost more than 25p per kwh to all users at the current time, rising in line with inflation and government policy changes as appropriate. The price of the electricity will be set in agreement with the applicant nearer the time but it would be preferable for users if all Parish charge-points cost the same to use.

How will the end user pay for their charge?

The charge-point will have a publicly available payment mechanism such as mobile app, RFID card or even contactless payment which are all commonly used.

Can I give a discount to local residents?

No, we would expect the price of electricity to be the same for all end-users, even if they are not from within the local community. The reason for this is the grant is available to help create a Kent network of charge-points. It should be noted that local residents and visitors are most likely to use the charge-points, particularly overnight.

However, if the applicant wished to use their revenue share to fund more charge-points for local residents and businesses in the future, they may do so at their own discretion provided the charge-points funded by this grant remain publicly available and well maintained.

Do I need signs and line marking for each bay?

It is often a good idea to install lining and signage on the ground to show the space is for electric vehicles only but we shall discuss this on a case by case basis.

Should the charge-point cable be tethered?

Charge-points are either installed with a cable tethered to the charge-point or without, whereby the end user uses their own charging cable.

It will be agreed between KCC and the applicant which option is most appropriate. Most EV drivers will carry their own cable with them in the boot of their vehicle. Although more convenient for many drivers to use a tethered cable, it places greater maintenance risk on the charge-point owner as the cables can get damaged if not tidied away properly or driven over. It will also be lower cost to provide an untethered charge-point.



Example of a tethered or un-tethered charge-point.

Who will install the charge-point/s?

The supplier has not yet been determined. Kent Commercial Services operate a procurement framework and the approved supplier will be selected from that framework. KCC will ensure best value for money ensuring all requirements are met.

What is the process for applying?

Step 1: Decide where you would ideally like to install your charge-point/s and gain agreement from all required stakeholders. If you need to hold Parish meetings or need to get the landowners permission you should do this at the first stage.

Step 2: If you are happy to proceed, complete the Registration Form on the Jambusters website (see below) when applications open from June 29th – August 30th 2020, providing all the required information.

Step 3: We will assess all the applications at the close of the application window and decide how best to allocate the funds. We may arrange for the supplier to carry out a site visit to give an accurate quotation. This may require some assistance from someone at the property to allow sufficient access. We will keep you informed of progress.

Step 4: We will inform those applicants whose locations are to be progressed and agree the final installation. Subsequently we shall inform those whose sites will be placed on the reserve list.

Step 5: Contracts and legal agreements are signed.

Step 6: Charge-points are installed, tested and completion certificates issued.

What is the timetable for applying and installing the charge-points?

June 29th – August 30th, 2020	Steps 1 & 2
August 31st – October 16th, 2020	Step 3 & 4
October 19th - February 28th, 2020	Step 5 & 6

How can I apply?

You can complete the Registration Form from June 29th – August 30th 2020 using the Jambusters, [LINK](#)

How will you score my application?

If there is limited demand for this scheme then KCC officers may be able to directly award the available funds to the applicants. However, if demand exceeds the available funding then KCC officers shall score each application out of 30 using the following criteria. This is to enable an impartial selection process and ensure the funding is allocated in the most effective way.

Marking Criteria

For an application to be considered they:

- *Must have landowners permission.*
- *Must be publicly available at all times.*

If these requirements are met, the following scoring criteria will apply where demand exceeds the available funding:

<p>Charge-point score Scores will be given for the number of parking bays that the applicant is willing to allocate for charge-points:</p> <p>1 parking bay = 2 points 2 parking bays = 5 points 3 parking bays = 7 points 4+ parking bays = 10 points</p>	<p>Information provided score Higher scores will be given to those that can demonstrate the expected users of the car park where charge-points are to be located.</p> <p>This will help us plan the types of charge-points that may be suitable:</p> <p>If the</p>	<p>Potential for solar Locations that provide the opportunity to incorporate solar canopies or link to existing solar installations will score higher:</p> <p>Existing solar in place on building = 10 points</p> <p>Plans in development to install new solar installation on building = 6 points</p> <p>Willingness to explore solar</p>	<p>In the event of two applicants receiving identical scores the following will be taken into account:</p> <p>a) <u>Applicants who are willing and able to help us apply to OLEV for match funding</u> under the On- Street Residential Scheme will be favoured. Please note, although titled 'On-street', we shall be applying for 'Off street' charge-points as allowed under the application rules.</p> <p>b) <u>Applicants who are able to provide their own match funding will be favoured.</u></p>
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	<p>applicant demonstrates an excellent understanding of the likely end users = 10 points</p> <p>If the applicant demonstrates a good understanding of the likely end = 6 points</p> <p>If the applicant demonstrates a limited understanding of the likely end users = 2 points</p>	opportunities = 2 points		
10 points available	10 points available	10 points available	Total 30 points available	

Will we need to sign any terms and conditions or a legal agreement?

Yes, we have some general terms and conditions to be part of this project as found on the JAMBUSTERS page.

We also will require all successful applicants to sign a legal agreement. This will be written by KCC and will protect both parties for the charge-point to be located on the Parish / Town Council land.

Who can I speak to if I have any questions:

The grant is administered by The Transport Innovations Team within Highways, Transportation & Waste.

We highly recommend emailing us as the best method of contact due to the large numbers of enquiries we receive:

electricvehicles@kent.gov.uk

We will then happily email or call you to discuss your application at a time to suit both parties.

If you do need to call us then we suggest asking for the Transport Innovations Team on 03000 41 81 81.