

**Update on the Local Electric Vehicle Infrastructure (LEVI) Project and other Electric Vehicle (EV) charging infrastructure.**

To: **Joint Transportation Board – June 2026**

Portfolio Area: **Growth, Environment & Transport**

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Classification: **For Information**

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**Summary:** **This report provides an update on the Local Electric Vehicle Infrastructure (LEVI) project delivering up to 10,000 Electric Vehicle (EV) charging sockets across Kent. It also provides updates on other EV charging options available to residents and businesses.**

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## **1. Introduction**

1.1. This report gives a broad overview of the Local Electric Vehicle Infrastructure project (LEVI) project. It provides a look at Kent County Council's (KCC) role in ensuring residents and businesses are able to switch to electric vehicles (EVs) through providing public on-street electric vehicle charging infrastructure. It also outlines how District/Borough Councillors and the public can help to support the rollout.

## **2. On-Street Electric Vehicles Charging Infrastructure**

- 2.1. Electric Vehicle (EV) sales are growing in the UK and the demand for charging infrastructure is rising. Demand will be driven by the Zero Emission Vehicle mandate requiring 80% of cars sold in 2030 to be EV.
- 2.2. In order to help the transition to electrification, with all the carbon and local air quality benefits this would bring, KCC have developed an EV infrastructure programme to install EV charging points across the county.
- 2.3. In February 2026, contracts were signed with **Urban Fox**. Urban Fox are a joint venture between Balfour Beatty and Urban Electric Networks, combining Balfour Beatty's expertise in large-scale infrastructure delivery with Urban Electric's innovation in smart street-level charging technology.
- 2.4. Urban Fox will install, own and operate the network of chargers.
- 2.5. The focus of the LEVI project is to help deliver a step change in the deployment of on-street charging infrastructure to accelerate the commercialisation of, and investment in, the local charging infrastructure sector.

- 2.6. The first 6 months allow for a mobilisation period, followed by up to 10 years in which chargers will be installed across a phased delivery programme. The contract aims to deliver around 10,000 EV charger sockets across Kent, primarily on the highway, catering for those without easy access to off-street parking.
- 2.7. Elected Councillor and resident suggested locations are used, alongside multiple data sources considering propensity for off-street parking, future growth, the existing network, location details of existing EV's registered in Kent, to name a few.
- 2.8. The network is designed to be equitable and data led, aiming to stay slightly ahead of demand. Locations have been selected to avoid property frontages where possible to minimise disruption to residents.
- 2.9. KCC have been engaging with District/Borough officers to ensure the proposed planning is suitable for each area and any initial challenges can be avoided.
- 2.10. The first year will see 150 locations installed county wide with up to 13 of those located within each Borough/District, subject to site feasibility.
- 2.11. 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. To reduce disruption later, extra cabling and ducts will be installed so that additional chargers can be easily added in the future when demand grows.
- 2.12. The vast majority of the chargers installed will be dual 7kw units with some 11kw and 22kw included where appropriate. While the chargers selected will evolve with technological advances over time, a few images of the chargers to be installed this year have been included in the Appendix.
- 2.13. Urban Fox have provided a webpage to provide updates and information on the rollout. Additionally, the public and Councillors are invited to suggest suitable charger locations via the online portal [www.urbanfox.network/networks/kent](http://www.urbanfox.network/networks/kent)
- 2.14. Charger locations will be accompanied by Traffic Regulation Orders and processed in the normal way, with the ability for residents to support or raise objections on traffic management grounds.

### 3. Cross pavement charging solutions

- 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. In the meantime a technical working group is being set up within KCC to consider the implications and safety protocols.
- 3.3. 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.

**Appendix A**



*Figure 1 - Examples of on street chargers anticipated to be used in the LEVI project.*

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