

# **TRANSPORT, INFRASTRUCTURE & STRATEGIC HOUSING SCRUTINY PANEL**

<b>DATE</b>	12 <sup>th</sup> November 2024
<b>REPORT OF</b>	Carolina Borgstrom – Director of Economy, Environment and Infrastructure
<b>SUBJECT</b>	Electric Vehicle Strategy Report Update
<b>STATUS</b>	Open

## **CONTRIBUTION TO OUR AIMS**

The delivery of projects under the Electric Vehicle (EV) heading are closely aligned to the Council's Carbon Roadmap and Local Transport Plan strategies. They support the Council's key outcome areas including benefitting from a green economy and a high-quality environment as well as enjoying good health & wellbeing and benefitting from a strong local economy.

## **EXECUTIVE SUMMARY**

This report provides an update to Scrutiny on progress delivering the Council's Electric Vehicle charging strategy. It covers four main areas:

- EV strategy
- On-street Residential Chargepoint Scheme (ORCS)
- Local Electric Vehicle Infrastructure Scheme (LEVI)
- Local Electric Vehicle Infrastructure Capability Fund
- Local Transport Plan (LTP) Capital Funding

## **MATTERS FOR CONSIDERATION**

The following report has been provided to update Scrutiny members on progress made delivering the Council's EV strategy and covers the period from March 2024 to date.

### **1. BACKGROUND AND ISSUES**

In March 2024, North East Lincolnshire Council's Economy Scrutiny Panel reviewed a Cabinet Report (CB 03/24/04) seeking approval of the North East Lincolnshire EV Strategy. The following report provides an updated summary of progress to date on the delivery of EV charging infrastructure in North East Lincolnshire.

The approved strategy includes a desire to deliver 500 standard charge point by 2026, rising to 800 by the end of the decade across the Borough along with ten other recommendations.

At the end of 2023, when the strategy was being written there were just 37 publicly available chargepoints. Since then, the number of chargepoints has risen to 71. The majority of these have been delivered by the private sector as part of new development sites.

The EV strategy is predicated on modelling work carried out by Transport for the North and transport consultants, City Science and WSP. Based on this forecasting,

which models trends in EV ownership, both locally and regionally and the availability of off-street parking across the Borough, it is estimated that a significant increase in the pace of EV charging infrastructure is needed if this is not to be a barrier to local residents benefitting from owning an electric vehicle.

To meet projected demand, a nearly ten-fold increase in the number of chargepoints (from the 2022 baseline) will be needed by the end of 2025. The 2025 figure of around 400 chargepoints, will itself need to double by 2030 to keep pace with the anticipated demand for publicly accessible chargepoints.

It is estimated that 50% of households in North East Lincolnshire benefit from off-street parking at home and it is anticipated that most of these people will charge their vehicles mainly at home from their domestic supply.

The remaining 50% of households, who do not have access to private off-street parking will need to use public charging facilities. These are likely to be a mix of on-street charging locations, chargepoints in public car parks where these are close to people's homes and destination charging, such as workplaces and supermarkets. Finally, roadside charging stations on key roads and motorways are likely to house ultra-rapid charging sites to support longer distance journeys. These charging stations are being delivered commercially by the private sector.

Central Government has made funding available to support the roll-out of local EV projects through several funding streams:

Local Electric Vehicle Infrastructure Capability Fund	Revenue	<p>A total of £371,000 (across multiple financial years) to support the recruitment of five LEVI posts:</p> <ul style="list-style-type: none"> <li>• LEVI Project Co-ordinator</li> <li>• LEVI Project Assistant</li> <li>• LEVI TRO Assistant</li> <li>• LEVI Highway Electrical Engineer</li> <li>• LEVI Highway Design Engineer</li> </ul> <p>Roles have been provided to specifically allow the delivery of EV projects without impacting on Council's day-to-day Highways teams.</p>
Onstreet Residential Chargepoint Scheme (ORCS)	Capital	£49,450 funding awarded to NELC in January 2024 to deliver an estimated 50 on street chargepoints by the end of March 2025
Local Electric Vehicle Infrastructure (LEVI) Capital Funding	Capital	An indicative allocation of £1.431m has been identified for NELC subject to submission of a multi-stage business case with the final stage being submitted on 15 November. Delivery of approximately 500 chargepoints will commence on site from April 2025 (for around 18 months).

In addition, the Council has committed £50,000 of LTP capital funding to support the

roll-out of EV infrastructure.

Since the last update to Scrutiny, a EV Steering Group led by the Portfolio Holder for Housing, Infrastructure and Transport and including the Assistant Director Infrastructure and representatives from the Council's delivery partner, Equans, has been established. This group provide governances and oversight on all EV projects. Meetings are held and are informed by a monthly highlight report produced by the LEVI Project Co-ordinator.

Day-to-day EV activities are managed by the LEVI Project Co-ordinator supported by the LEVI team and wider highways teams.

### **On-street Residential Chargepoint Scheme (ORCS)**

The business case for ORCS was submitted in October 2023, with the Council receiving notification of the award of £49,450 in January 2024.

The project is intended to deliver a network of around 50 chargepoints across all parts of North East Lincolnshire Council (NELC). Chargepoints will be located in existing street lighting columns where possible. Alternatively, where the street lighting columns are located at the back of the footway, a new kerbside bollard will be installed at the front of the kerb.

At the time of the last update the intended route to market for ORCS procurement was via an existing framework contract (Oxfordshire DPS framework). It subsequently became apparent that access to this framework was not available to NELC, this issue has affected many other local authorities as well as NELC. This required the programme for the delivery of the project to be extended whilst a set of procurement and contractual documents have been drafted and approved.

The new tender and procurement documents have been prepared and an open tender exercise is currently underway to secure a private Charge Point Operator (CPO) who will own and operate the chargepoint network for a period of at least 10 years. It is anticipated that the CPO will provide up to 50% match funding for the project, bringing the total funding pot to deliver the project to around £100,000.

The EV Steering Group has approved the use of a concessionary type of contract for ORCS that will allow full utilisation of the ORCS capital funding and allow The Council to determine the list of sites for installation. This approach also reduces the risk to NELC when compared to an alternative 'own and operate' model. The final model that was considered (and discounted) was a 'land lease' approach, would have seen the Council take a back seat in scheme delivery, which would have been entirely down to the CPO. In return, the Council would have received a small 'rental' per site per year.

The CPO will be responsible for all aspect of chargepoint operation including maintenance with end user tariffs being set in conjunction with the Council. It is anticipated that the Council will enter into a profit share agreement with the CPO which will see an estimated income to NELC of around £125,000 across the ten-year contract period.

Tenders are expected back in mid-November, they will then be evaluated with the successful CPO being chosen in December and installation works will commence on site in early 2025.

### **Local Electric Vehicle Infrastructure (LEVI) capital funding.**

In July 2024, the documents for the first stage of the bidding process to the LEVI capital fund were submitted to Office for Zero Emission Vehicles (OZEV). A further set of documents has been submitted in November 2024. It is anticipated that OZEV will make local authorities aware of their confirmed LEVI allocations by January 2025.

The Council's indicative allocation of £1.431m is expected to be able to deliver around 500 further chargepoints. The majority of which will be on-street lamppost/front of kerb bollard units although some pedestal units are anticipated to be in NELC owned/managed car parks where these are near to people's homes and where they provide a suitable alternative to streets where parking is already at a premium.

It is expected that the procurement of the LEVI project will follow similar lines to the ORCS project with an open competitive tender exercise being carried out. CPOs will be invited to bid, and bids will be assessed on a cost and quality basis. Due to the value of the project and the requirement for different types of charging unit, LEVI will however be split into several lots to allow a broad range of CPOs to bid. This in turn should ensure competition at the tender stage.

As with ORCS, the LEVI project will be let on long-term concessionary contracts with NELC receiving a percentage profit share, these will be determined at tender evaluation stage but are expected to be around 4-8%.

### **Local Electric Vehicle Infrastructure (LEVI) Capability revenue funding.**

The Capability fund is provided to local authorities to enable them to deliver EV projects without impacting on other 'day-to-day' highways teams acknowledging the amount of time needed to submit funding bids, then to deliver and manage the project when successful.

NELC has utilised the Capability fund to fund the following roles:

- LEVI Project Co-ordinator (full-time role) - provides a project management function and co-ordinates individual workstreams within the wider EV programme.
- LEVI Project Assistant (part-time role) – administration support for other LEVI roles.
- LEVI TRO Assistant (part-time role) – supports the team and leads on the development and implementation of parking/waiting restrictions associated with on-street parking requirements.
- LEVI Highway Electrical Engineer (full-time role) – specialist technical knowledge to support the development and delivery of the charging infrastructure
- LEVI Highway Design Engineer (part-time role) - supports the team and leads on the development and implementation of any amendments to the highway fabric, also provides a site supervision function during installation phase.

## EV strategy update

The table below provides details of the 11 key recommendations identified in the Council's EV strategy and a short summary of the actions (both completed and currently underway) against each recommendation.

Recommendation	Action(s)
Delivery of 500 standard chargepoints by 2026, and a total of 800 by 2030.	ORCS delivery will see around 50 new chargepoints installed by March 2025 with a further 500 by the end of 2026 through LEVI.
Delivery of 10 rapid chargepoints by 2026 and 25 by 2030.	Rapid chargers are mainly being delivered by the private sector with no input / support needed from grant funding. In September 2024 the current number of rapid chargers available to use in the Borough is 33.
Explore the feasibility of delivering chargepoints across the Council's car park estate, aiming to deliver charging hubs at five key strategic sites by 2026, and ten by 2030.	Use of NELC car parks is currently being explored through LEVI funding which allows the installation of chargepoints in car parks where on street options are more difficult to achieve.
Work with a wide range of Charge Point Operators (CPOs) to evaluate options for charging prices.	LEVI project is being procured in lots which allows for several CPOs to be engaged. This in turn should reduce monopolistic practices and encourage competition.
Install at least 6 chargepoints in each of the Borough's 15 wards by 2025.	The ORCS project is likely to achieve installation of 50 chargepoints in 13 wards, the remaining shortfall of this target will be assessed and delivered in the first round of the LEVI delivery.
Engage with car club and other car share operators to explore the feasibility of supporting the rollout of these schemes across the Borough.	Action to be picked up in Spring 2025.
Embed chargepoint delivery into the planning approval process.	Part S of the Building Regulations 2010 includes several requirements around the provision of EV infrastructure for new developments and buildings undergoing major renovation work. These requirements are being implemented through the planning process.
As part of the Grimsby and Cleethorpes masterplans, actively pursue and encourage standard and rapid chargepoint delivery into scheme	Opportunities for EV charging installation being pursued across several external projects including Cleethorpes Market Place, Grimsby

design, including the potential for mobility hubs.	Town regeneration, Clee Fields redevelopment and the new school builds in Waltham and Scartho Top.
Engagement with Northern Powergrid as early as possible once potential EV infrastructure projects are identified.	NPG have been engaged from the start of the development of the ORCS bid and continue to be engaged by the new LEVI Capability funded Highway Electrical Engineer both on a strategic and site by site case.
To support accessibility to disabled users the Council should utilise OZEV's accessibility specifications, when outlining their chargepoint requirements.	PAS 1899:2022 standards have been specified throughout the procurement documents for both ORCS and LEVI.
Add additional functionality to the Council's existing disabled bay application form, enabling residents to simultaneously request an EV chargepoint.	Action completed; residents can now express an interest in having an EV chargepoint alongside their application for a disabled persons parking place.

In support of the adoption of the EV strategy on 18 March, an all-Members workshop was held with support from the Energy Savings Trust (EST) to provide information and guidance to Members regarding the opportunities associated with EV infrastructure rollout. A video of the presentation was provided to all Members for future reference.

### **Local Transport Plan capital funding**

Funding has been allocated through the 2024/25 LTP capital programme and will be used to deliver new chargepoint infrastructure in St Peters Ave, Cartergate and Wardall St car parks. These will replace the current Podpoint units which have come to the end of the operational lives. Tenders are due to be released in December 2024 with works on site to be completed by the end of March 2025.

## **2. RISKS AND OPPORTUNITIES**

Delivery of EV infrastructure in North East Lincolnshire has a number of risk and opportunities, these have been captured in project risk assessments which are updated on a monthly basis and reviewed through the EV Steering Group.

The key risks are summarised below:

- Procurement risks – failure to secure suitable suppliers, failure to agree an appropriate contract length with supplier. These are mitigated by NELC following the 'Heads of Terms' documents provided by OZEV.
- Cost risks – funding award does not meet anticipated scheme costs. The fixed value of the grant award means that the number of chargepoints that can be installed may need to be revised to match the budget available.
- Project delivery risks – Chargepoint locations are in the wrong place or locations are not supported by residents. As far as possible these will be mitigated by the use of modelling to determine the most appropriate sites and

by extensive engagement with residents and local businesses at the site selection stage.

The key opportunities associated with the projects are:

- Increase the uptake EVs resulting in improved local air quality and other environmental betterments.
- Reduction in transport-based carbon emissions resulting from more EV usage.
- Increases accessibility to EV particularly in areas that do not have off-street parking availability.
- Establish an income stream for NELC through a negotiated profit share arrangement.

### **3. REPUTATION AND COMMUNICATIONS CONSIDERATIONS**

There are potential positive/negative reputational implications for the Council resulting from the delivery of the EV strategy. An action plan has been agreed with the Council's communications service, covering a broad range of issues surrounding the projects. These include public engagement regarding specific site selection as well as more general 'myth busting' surrounding EV ownership and usage.

### **4. FINANCIAL CONSIDERATIONS**

The ORCS and LEVI projects are funded through a mix of capital grant funding from Central Government (OZEV and Department for Transport) and investment from the successful CPOs. The level of funding from the CPOs will be determined as part of the tender evaluation process but is expected to be at least 1:1 with the private sector matching the investment made by the Council.

Overall, it is anticipated that the delivery of both ORCS and LEVI will see an income stream being generated for NELC through the agreement of a profit share arrangement with the CPO of around 4-8% when the project is fully operational. This figure is based on several assumptions and the scale of income is difficult to accurately estimate given that it relies on several factors including the amount of times each site is used per month, the wholesale cost of electricity paid by NELC and what the end user fee to be charged to the public will be.

At this stage it is expected that there will be no requirement for Council corporate revenue funding. A small level of capital expenditure through the LTP capital programme has been earmarked in the current programme and further capital investment through the LTP may be required in future years.

## **5. CHILDREN AND YOUNG PEOPLE IMPLICATIONS**

The completion of both the ORCS and LEVI projects are unlikely to have implications specifically related to children and young people.

## **6. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

The introduction of new EV charging infrastructure is likely to have positive environmental implications, mainly associated with the transition from petrol and diesel to electric vehicles. In addition to carbon reductions the transition to EV will also have positive implications on local air quality and other environmental issues.

## **7. MONITORING COMMENTS**

In the opinion of the author, this report does not contain recommended changes to policy or resources (people, finance or physical assets). As a result no monitoring comments have been sought from the Council's Monitoring Officer (Chief Legal Officer), Section 151 Officer (Director of Finance) or Strategic Workforce Lead.

## **8. WARD IMPLICATIONS**

The delivery of the ORCS and LEVI projects will impact on all Wards. The EV strategy includes a commitment to at least 500 charge points by 2026.

## **9. BACKGROUND PAPERS**

North East Lincolnshire Council Cabinet Report (CB 03/24/04)  
<https://www.nelincs.gov.uk/assets/uploads/2023/06/9.-North-East-Lincolnshire-Electric-Vehicle-EV-StrategyPDF-923KBicon-namepaperclip-prefixfa.pdf>

## **10. CONTACT OFFICER(S)**

- Paul Evans, Assistant Director Infrastructure (NELC)
- Paul Thorpe, Operations Director (Equans)

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