

CABINET

DATE	11th June 2025
REPORT OF	Councillor Stewart Swinburn – Portfolio Holder for Housing, Infrastructure and Transport
RESPONSIBLE OFFICER	Carolina Borgstrom – Director of Economy, Environment and Infrastructure
SUBJECT	Local Electric Vehicle Infrastructure Fund (Capital) Grant
STATUS	Open
FORWARD PLAN REF NO.	CB 01/25/02

CONTRIBUTION TO OUR AIMS

The Local Electric Vehicle Infrastructure (LEVI) Capital Fund will allow the delivery of projects which contribute towards the Council's Greener Future, Stronger community and stronger economy priority outcomes by supporting the transition to Electric Vehicles. The deployment of electric vehicle charging infrastructure will encourage residents to consider purchasing an electric vehicle resulting in lower transport related emissions and improved air quality, benefiting the health of the local community.

EXECUTIVE SUMMARY

This report seeks formal Cabinet approval to accept a sum of £1,431,000 of capital funding from the Office for Zero Emission Vehicles (OZEV) to deliver electric vehicle charging infrastructure projects during the period 2025/26 – 2028/29.

RECOMMENDATIONS

It is recommended that Cabinet:

1. Authorises the Director of Economy, Environment and Infrastructure in consultation with the Portfolio Holder for Housing, Infrastructure and Transport to accept £1,431,000 of capital funding from the Office for Zero Emission Vehicles (OZEV) on behalf of the Council.
2. Delegates authority to the Director of Economy, Environment and Infrastructure in consultation with the Portfolio Holder for Housing, Infrastructure and Transport to:
 - a) finalise the terms of the funding arrangement with OZEV and receive the funds.
 - b) commence related procurement exercises to deliver projects within the programme and thereafter award, implement and deal with all matters reasonably arising.
3. Authorises the Assistant Director Law and Governance (Monitoring Officer) to settle, complete and execute all documentation arising from the above.

REASONS FOR DECISION

In order for the LEVI capital funding from OZEV to be received by the Council and for the construction of the project to commence to meet the funding timescales.

1. BACKGROUND AND ISSUES

- 1.1. The Office for Zero Emissions (OZEV) Local Electric Vehicle Infrastructure (LEVI) capital funding is intended to support the roll out of electric vehicle charge point infrastructure, in residential areas which have little or no opportunity for private off-street charge points, such as terraced streets, thereby ensuring that on-street parking is not a barrier to realising the benefits of owning an Electric Vehicle (EV).
- 1.2. In 2023, North East Lincolnshire Council were indicatively allocated £1,431,000 of Local Electric Vehicle Infrastructure (LEVI) capital funding and were placed into Tranche 2 of the allocation of funding.
- 1.3. The Council's submission to OZEV for tranche 2 LEVI funding identified projects which will seek to deliver between 300-600 EV Charge Points across the Borough, in both on-street and off-street locations.
- 1.4. The LEVI fund is expected to be split into 3 different lots:
 - **Lot 1** - 70%: On-Street Lamp Column/ Bollard – up to 7 kWh Charge Points
 - **Lot 2** - 15%: On Street Pedestal – up to 22kWh Charge Points
 - **Lot 3** - 15%: Off-Street Pedestal (within Council-owned car parks) up to 22kWh Charge Points
- 1.5. This split of infrastructure will support the rollout of charge points in areas where a significant percentage of residents do not have off-street parking options, where there is the largest demand for charging infrastructure in NEL. The further use of NELC owned car parks acknowledges that in some areas, other kerbside activities will detract from the ability to provide EV charging and using off-street sites allows these other activities such as bus stops and loading bays to continue to be provided alongside new EV infrastructure.
- 1.6. The proposed locations target the areas throughout the borough that have been identified as being within close proximity to residential areas with little or no access to off-street parking.
- 1.7. The delivery of electric vehicle charging infrastructure projects will align with the Council's Greener Future ambition and Net Zero targets, along with the wider government commitment on ending the sale of new cars solely powered by internal combustion engines by 2035, supporting the transition to zero emission vehicles.
- 1.8. In March 2025, North East Lincolnshire Council were successfully awarded £1,431,000 of LEVI capital funding.

2. RISKS, OPPORTUNITIES AND EQUALITY ISSUES

- 2.1 Overall, the acceptance of the funding presents low risk to the Council, the

delivery of the project is closely aligned with the Council's priorities of a greener future, stronger economy and stronger communities. The project will support the delivery of a range of other key Council strategies and plans including the Local Plan, Air Quality Strategy, Carbon Roadmap, Local Transport Plan and the NEL EV strategy.

- 2.2. The acceptance of the funding poses a low financial risk to the Council, due to the project being entirely funded through a fixed external capital fund. The electric vehicle charge point equipment will be maintained throughout the contract term by the Charge Point Operator, however, towards the end of the electric vehicle charge points life, the Council will investigate any risks and obligations as a result of the handover of assets and prepare accordingly.
- 2.3. The proposal for a concessionary contract with the Charge Point Operator passes much of the risk to the operator as a result there is likely to be no additional insurance risks to NELC as a result of the project.
- 2.4. Delivery of the project on site presents some risks. Potential changes to parking and the reallocation of road space in favour of electric vehicle charge points is unlikely to be welcomed universally and could pose reputational risks. An evidence-based approach to site selection and rigorous pre-site engagement with residents and other interest groups will minimise reputational risk. The selection of an appropriately experienced Charge Point Operator will also seek to minimise delivery and reputational risk. A risk-based approach to project delivery will seek to identify and mitigate any reputation risks that may come to light. Wider communications and marketing will be handled in line with the comms plan that is to be agreed with the Charge Point Operator ahead of project commencement.

3. OTHER OPTIONS CONSIDERED

- 3.1. Due to the nature of the LEVI Capital funding, there are a specific set of requirements which dictate the project delivery plans and the way the LEVI project is delivered, therefore an alternative way to deliver the project i.e. installing charge points with a power output of over 22kWh or applying the majority of the funding to install off-street higher powered charge points do not meet the funding bodies requirements and were not considered.
- 3.2. The EV Project Team also considered the Government's Zero Emission Mandate and the goals of the EV strategy when considering the delivery of the LEVI project and the positive impact the project could have in supporting national and net zero ambitions, therefore the option to 'do nothing' was discounted.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1. There are potential positive reputational implications for the Council resulting from the decision. To deliver this an action plan will be agreed with the Council's communications service, covering the following issues: pre-site consultation requirements, liaison with neighbouring businesses / households during the delivery phases and post scheme delivery communication requirements.

- 4.2. OZEV have also made it requirement to share contractual and technical specification documents along with tender evaluation conclusions with them ahead of agreeing a contracted CPO and to allow works to commence on site.

5. FINANCIAL CONSIDERATIONS

- 5.1. The project proposal will be financed through external grant funding which NELC has received from the Office for Zero Emission Vehicles totalling £1,431,000.
- 5.2. Within the contractual agreement with the Charge Point Operator, there will be a requirement to provide a minimum of 50% match funding to support the cost of the electric vehicle charge point infrastructure and all associated installation costs. There is no local match funding requirement associated with this offer of grant funding.
- 5.3. The delivery of the LEVI project should in time return an income to NELC resulting from the revenue share to be agreed with the successful CPO prior to contract award.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

There will be no specific impacts for children and young people resulting from this report.

7. CLIMATE CHANGE, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS

The delivery of electric vehicle charging infrastructure aims to encourage and enable more sustainable travel journeys around North East Lincolnshire. In doing so reducing the number of petrol/diesel car journeys which in turn will have a positive impact on local air quality and the impact of climate change.

8. CONSULTATION WITH SCRUTINY

There has been consultation with Economy Scrutiny Panel and the Portfolio Holder for Housing, Infrastructure and Transport chairs the monthly EV Steering group.

9. FINANCIAL IMPLICATIONS

- 9.1. There are no external borrowing requirements arising from the project with infrastructure being funded from external grant and contributions from the operator.
- 9.2. The delivery of the project should, in time, return an income to the Council resulting from the revenue share with the successful bidder.

10. LEGAL IMPLICATIONS

- 10.1. Immediate legal implications arising will be around the terms and conditions of external grant funding and the completion of funding agreements and ancillary documentation. Legal Services will support this process, ensuring the interests of the Council are protected.

- 10.2. As individual projects arise throughout the delivery phase Legal Services will continue to support colleagues.
- 10.3. The procurement exercise will be conducted so as to comply with the Council's policy and legal obligations, specifically in compliance with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015 and supported by relevant officers.
- 10.4. The delegations sought are appropriate to an exercise of this nature.

11. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications arising from the contents of this report.

12. WARD IMPLICATIONS

The delivery of the LEVI project will have implications for all wards within North East Lincolnshire.

13. BACKGROUND PAPERS

None

14. CONTACT OFFICER(S)

- Carolina Borgstrom, Director for Economy, Environment and Infrastructure, NELC, (01472) 326207
- Paul Evans, Assistant Director - Infrastructure, NELC, (01472) 323209
- Adrian Dennington, Head of Highways & Transport, Equans, 07789 495521

COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER FOR HOUSING, INFRASTRUCTURE AND TRANSPORT