

2025/26 figure of around 400 chargepoints, will itself need to double by 2030 to keep pace with the anticipated demand for publicly accessible chargepoints. The approved strategy includes a desire to deliver 500 standard charge point by the end of 2026, rising to 800 by the end of the decade across the Borough along with ten other recommendations.

- 1.4. Since the launch of the EV strategy, the number of publicly available chargepoints has risen to over 80. The majority of these have been delivered by the private sector as part of new development sites.
- 1.5. 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 - A total of £371,000 (revenue across multiple years) to support the recruitment of LEVI staffing.
 - Onstreet Residential Chargepoint Scheme (capital) - £49,450 funding awarded to NELC in January 2024 to initially deliver an estimated 50 on street chargepoints by the end of March 2025.
 - Local Electric Vehicle Infrastructure (LEVI) Capital Funding - Allocation of £1.431m to deliver approximately 500 chargepoints, commencing on site from early 2026/27.
 - The Council has committed £50,000 of LTP capital funding to support the roll-out of EV infrastructure.
- 1.6. In support of the EV charging projects the EV Steering Group led by the Portfolio Holder for Housing, Infrastructure and Transport and including the Assistant Director Infrastructure and Officers continues to sit providing governance and oversight on all EV projects. Meetings are held and are informed by a monthly highlight report produced by the LEVI Project Co-ordinator with day-to-day EV activities being managed by the LEVI Project Co-ordinator supported by the LEVI team and wider highways teams.

Project Updates

On-street Residential Chargepoint Scheme (ORCS)

- 1.7. 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 was initially intended to deliver a network of around 50 chargepoints across all parts of North East Lincolnshire, although this number was subsequently revised downwards to 25 units at initial tender response stage.
- 1.8. Chargepoints will be installed 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.
- 1.9. The project saw a number of setbacks and delays which resulted in failure to agree the initial contract with the identified supplier. Since that point the team have been revisiting the procurement documents with support from the Procurement and Legal team with a view that tender documents will be released by the end of August with a view to being on site after Christmas and completed by March 2026. A funding extension has been agreed with OZEV to coincide

with these dates.

Local Electric Vehicle Infrastructure (LEVI) capital funding.

- 1.10. In July 2025, the final tender and contract documents were approved by OZEV allowing the Council to progress the LEVI project to tender stage.
- 1.11. The Council's 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.
- 1.12. 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 starting in August 2025. CPOs will be invited to bid, and bids will be assessed on 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. It is expected that units will start to be installed from early 2026/27. Delivery will be phased and is expected to take 2-3 years to be fully delivered.
- 1.13. 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.

- 1.14. 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. The funding continues to be used for these purposes. An announcement about future revenue support for staffing is expected later in the year.

Local Transport Plan capital funding

- 1.15. Funding has been allocated through the 2025/26 LTP capital programme and will be used to deliver replacement chargepoint infrastructure in St Peters Ave & Cartergate car parks. These units will be replaced using a variation of the contract being used to deliver the EV charging units that are part of the Doughty Rd depot works. Works are expected to be on site in September/October 2025.

Cross pavement channel solutions

- 1.16. To support the rollout of home EV charging, Officers have been working with neighbouring local authorities to develop a set of terms and conditions for the use of cross pavement channels that would allow residents to benefit from using their home electricity supply to charge their vehicle whilst parked on street. In July 2025, the Government announced a new funding opportunity to support the rollout of this type of solution to reduce risks associated with trailing cables

across the pavement. A bid to this fund will be evaluated with partners.

EV strategy update

- 1.17. 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 25 new chargepoints installed by March 2026 with a further 500 by the end of 2027 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 August 2025 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 25 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 not started yet.
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	Opportunities for EV charging

selection stage.

- 2.3. The rollout of EV charging projects is intended to provide specific assistance for residents who for whatever reason do not live in a property that benefits from off-road parking. In this regard the funding is helping to make access to EVs more equitable across the area.
- 2.4. The delivery of the EV projects will require the collection and use of personal data, through the tender exercise the bidders will be required to demonstrate their compliance with the General Data Protection Regulations (2018) and post award there will be engagement with Policy Strategy and Resources teams to ensure ongoing compliance with the regulations.

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 team, 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. These comms plans are live documents and will be subject to being updated as projects progress and near completion.

4. FINANCIAL CONSIDERATIONS

- 4.1 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.
- 4.2 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 a number of 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.
- 4.3 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 EV charging projects are unlikely to have implications specifically related to children and young people.

6. CLIMATE CHANGE, NATURE RECOVERY 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

EV charging infrastructure is likely to be implemented in all wards.

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>

TISH update (12 November 2024) [10.-Scrutiny-Meeting-EV-strategy-update-29-10-2024-1.pdf](#)

10. CONTACT OFFICER(S)

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