

18th October 2023**Agenda Item:****REPORT OF INTERIM SERVICE DIRECTOR PLACE AND COMMUNITIES****ON-STREET LOW EMISSION VEHICLE INFRASTRUCTURE (LEVI) PROJECT****Purpose of the Report**

1. To request approval to submit a Low Emission Vehicle Infrastructure (LEVI) Capital Funding bid.
2. To provide an update to the Cabinet Member on Nottinghamshire's Highway Electric Vehicle (EV) Charging Infrastructure Programme.
3. To seek approval to develop and consult on an EV Highway Chargepoint Framework.

Information**LEVI Project Update**

4. On the 31st of March 2023, the Department for Transport (DfT) announced £343m of capital funding for the installation of on-street charging infrastructure for Electric Vehicles. £33.744m of capital funding was pre-allocated for the East Midlands with £5.522m indicatively allocated for Nottinghamshire. The bid focuses on the installation of highway chargepoints in areas where residents do not have access to off street parking.
5. Nottinghamshire County Council (NCC) submitted an expression of interest bid for £5.522m of funding from the LEVI Capital Fund on the 26th May 2023, with an ambition to install highway EV chargepoints across Nottinghamshire. This expression of interest was approved by DfT on 8th September 2023.
6. NCC are working collaboratively with Midlands Connect, who are assisting with overseeing the consortium of local councils, the Office for Zero Emissions Vehicles and the Energy Saving Trust, who are distributing the funding on behalf of the Department for Transport and our regional partners.
7. NCC are currently developing an EV Highway Chargepoint Framework which is a requirement of the LEVI capital funding bid. The framework will incorporate the wider aims and ambitions of the Nottinghamshire Plan and other complimentary local and regional policies and focuses on our approach to the LEVI project. Following an internal review of the framework, we seek to consult with partners and the wider public through a formal consultation process. As part of the development of the framework, we will undertake an Equalities Impact Assessment.

8. The project focuses on the installation of highway EV chargepoints in areas where home charging is not feasible. The project aims to improve access to EV charging infrastructure to support green growth and investment as per our aims in the Nottinghamshire Plan.
9. NCC are currently leading the consortium of authorities by coordinating the procurement exercise and soft market testing days. The consortium consists of: Nottingham City Council, Lincolnshire County Council, City of Stoke on Trent, Telford & Wrekin Council, Derby City Council, Herefordshire Council, Shropshire Council, Staffordshire County Council, Rutland County Council, Derbyshire County Council, Warwickshire County Council and Leicestershire County Council.
10. Capital funding will be allocated in 2023/2024. 90% will be released by DfT once application approved with the further 10% released once procurement is finalised. The project completion date is flexible; however a delivery plan will be submitted to DfT to ensure that funding is appropriately utilised for the lifetime of the delivery of the project.
11. To date NCC have received the allocations for financial year 2023/24 and 2024/25. The revenue funding allocation from the Energy Savings Trust through DfT is to the sum of the values below:

| | Financial Year 2023/24 | Financial Year 2024/25 | Financial Year 2025/26 |
|------------|------------------------|------------------------|------------------------|
| Allocation | £117,360 | £267,320 | £267,320 |

This funding is being utilised for staffing resources to enable the development of our bid and the EV Highway Chargepoint Framework.

12. Support from the District and Borough Councils within Nottinghamshire has been sought to ensure a partnership working approach. We have also undertaken an initial chargepoint site selection consultation exercise with all County Council Members and District and Borough colleagues to guide future site selection. The project has the potential to allow the installation of over 2500 chargepoints across the county.
13. The Levi capital funding bid is currently being prepared by Nottinghamshire County Council and Midlands Connect on behalf of the consortium. Submission deadline is the 30th of November 2023 with a response from DfT likely by Quarter 4 of 2023/24. Funding allocated in 23/24 can be spent in future years.
14. Following the outcome of our bid, if successful, contract development with chargepoint operators (CPOs) will take place. NCC Procurement team are working with the Oxford Dynamic Purchasing System (DPS) Framework with support from Oxford City. The tender will be written and managed by NCC, on behalf of the consortium, with no financial risk to the authority. Following the tendering process, contracts will be sent to DfT for review.
15. All local authorities will be responsible for managing their individual contracts for their authority (potential value £39m). NCC will only manage contracts relevant to NCC.
16. This On Street Low Emissions Vehicle Infrastructure project is fully funded through the LEVI Capital fund and LEVI Capability Fund (revenue).

17. On bid outcome, NCC will continue work with procurement to finalise contract with the chargepoint operator. Once finer details are considered, public consultations on the rollout of the project will be held with both partners and communities to ensure full support.
18. Further site development will take place with the district network operator and the chargepoint operator to ensure that sites are viable for installation. Partner working with neighbouring authorities will take place to allow coordination of infrastructure provision around the region.
19. It is intended to bring a further report to the Cabinet Member once the DfT have considered our bid.

Other Options Considered

20. To do nothing would result in funding not being allocated from DfT which could result in no highway chargepoints being installed across the County. This would mean Nottinghamshire could fall behind the region in facilitating the transition to cleaner travel.

Reason/s for Recommendation/s

21. The recommendations are designed to ensure that Nottinghamshire uses DfT funding for the installation of highway EV chargepoints across the County to allow for a greater transition to cleaner travel and reducing carbon emissions.

Statutory and Policy Implications

22. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

23. This project is fully funded by DfT and carries no financial risk to the authority. NCC have been allocated £652,000 Capability funding consisting of £117,360 (23/24), £267,320 (24/25) and £267,320 (25/26). NCC expect a main project allocation subject to successful bid of £5.522m. We understand if successful the funds will be allocated in Q4 of 23/24 but we will be allowed to spend in future years.

RECOMMENDATION/S

1. That the Cabinet Member approves the development of a submission of the On Street Low Emissions Vehicle (LEVI) Infrastructure bid.
2. Approves development of an EV Highway Chargepoint Framework with appropriate consultation.
3. That the Cabinet Member notes and ratifies the updates contained within the report.

MARK WALKER – INTERIM SERVICE DIRECTOR PLACE AND COMMUNITIES

For any enquiries about this report please contact: Sue Jaques, Flood Risk Management Team Manager, sue.jaques@nottsc.gov.uk 0115 977 4368

Constitutional Comments (CEH 26/09/2023)

The recommendations fall within the remit of the Cabinet Member for Transport and Environment. Should the Infrastructure bid be successful, Procurement and Legal support will be needed on the project delivery to ensure compliance with the Financial Regulations.

Financial Comments (GB 22/09/2023)

It is proposed that the £0.652m revenue costs set out in this report are fully funded from the Energy Savings Trust grant already received from the Department for Transport. Should the £5.522m capital bid to the Department for Transport be successful there will be a requirement to seek approval to vary the capital programme through the usual capital approval processes.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- None

Electoral Division(s) and Member(s) Affected

- All