

REPORT OF CABINET MEMBER, TRANSPORT & ENVIRONMENT

ON-STREET LOW EMISSION VEHICLE INFRASTRUCTURE (LEVI) PROGRAMME AND ELECTRIC VEHICLE CABLE CHANNEL (EVCC) PILOT PROJECT UPDATE

Purpose of the Report

1. This report provides an update to the Place Select Committee on Nottinghamshire's Highway Electric Vehicle (EV) Charging Infrastructure Programme and Electric Vehicle Cable Channel (EVCC) pilot project.

Information

LEVI Project Update

2. 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 funding focuses on the installation of highway chargepoints in areas where residents do not have access to off-street parking.
3. Nottinghamshire County Council (NCC) submitted an expression of interest bid for £5.522m of funding from the LEVI Capital Fund on the 26th of May 2023, with an ambition to install highway EV chargepoints across Nottinghamshire. This expression of interest was approved by DfT on 8th September 2023. The next step is to submit a full business case.
4. NCC are working collaboratively with Midlands Connect, who are assisting with overseeing the consortium of local councils, the Office for Zero Emissions Vehicles (OZEV) and the Energy Saving Trust, who are distributing the funding on behalf of the Department for Transport and our regional partners.
5. NCC are currently consulting on an EV Charging Forward Framework, the consultation closes at the end of March 2024. Having a framework in place 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. As part of the development of the framework, we will undertake an Equalities Impact Assessment.
6. The EV Highway Chargepoint 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, which in turn will support green growth and investment as per our ambition in the Nottinghamshire Plan.

- 7. As part of the LEVI project, NCC are developing a public survey which will collect data to inform future EV infrastructure installation within the County.
- 8. NCC are currently leading a consortium of 12 authorities, coordinating the procurement exercise (circa £34m) and soft market testing. 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.
- 9. Should the bid be successful capital funding will be allocated in 2023/2024. a total of 90% will be released by DfT once the application is approved, with a 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.
- 10. To date NCC have received revenue funding allocations for this financial year 2024/25 and 2025/26. The revenue funding breakdown of £652k, from the Energy Savings Trust through DfT, is shown 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 initially for staffing resources to enable the development of our bid and the EV Charging Forward Framework.

- 11. Following an initial round of recruitment, a Senior Officer was appointed on 12th October 2023 to support the delivery of the project.
- 12. Support from the District and Borough Councils within Nottinghamshire has been sought to ensure a partnership working approach. We have 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, if the capital bid is successful, has the potential to allow the installation of over 2500 chargepoints across the county.
- 13. The LEVI Capital Funding bid was prepared by Nottinghamshire County Council together with Midlands Connect on behalf of the consortium. The submission deadline was the 30th of November 2023, with a response from DfT likely by Quarter 4 of 2023/24. The funding if allocated in the last quarter of 23/24, will be available for spend in future years.
- 14. If the bid is successful, contract development with Chargepoint Operators (CPOs) will commence. NCC’s 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 respective authority (potential value £39m). NCC will only manage contracts relevant to NCC.
16. This On-Street Low Emissions Vehicle Infrastructure project will be fully funded through the LEVI Capital Fund and LEVI Capability Fund (revenue).
17. On a successful 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 engagement.
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. If the announcement of funding is given in Q4 2023, there is the potential in early summer 2024 to commence further public engagement/drop-in sessions. Contracts could look to be agreed in 2024 and delivery installations in 2025/26.
20. It is intended to bring a further report to the Cabinet Member once the DfT have considered our bid.

LEVI Fund pilot scheme - EV cable channel trials project update:

21. On the 9th February 2022, the County Council's Transport & Environment Committee approved the EV Cable Channel pilot scheme (funded wholly by the householder) to help eligible households without off-street parking provision to charge their EV on-street (outside their home) rather than off-street in public car parks. The pilot scheme enables eligible households to commission Via EM to install a cable channel in the footway outside their property to house their EV charging cables. The cable channel is cut into the footway to extend EV charging cables from an off-highway domestic EV chargepoint (installed by the householder) to the roadside through a discreet and safe conduit, without creating a trip hazard to road users or adding to street clutter.
22. Prior to fully launching the LEVI Fund (detailed above), OZEV ran a £10m pilot scheme in 2022/23 to test the application process for the LEVI Fund, before its full roll-out in 2023/24. In June 2022, NCC submitted a bid to the Government's support body, Energy Saving Trust (EST), for LEVI pilot funding to help households fund some of the costs of the installation of the EV cable channels, and to accelerate the roll-out of the proposed EV cable channel project on a much wider scale. In August 2022 Government announced that the County Council's bid had been successful and in January 2023 the County Council received £774,000 from the pilot LEVI fund towards the potential delivery of up to 300 EV cable channels.
23. The LEVI pilot funding will cover the costs for the installation of the on-highway EV cable channels and enabling works only, which would otherwise have been funded by the householder. The householder will still be liable to fund the purchase and installation of the

domestic EV chargepoint on their property, and the householder will also still be liable for any future maintenance costs associated with the EV cable channel.

24. As the EV cable channel is a trial, the products used have developed and changed during the trial based on customer feedback and as other suitable products have become available. Via EM have had discussions with several suppliers and will continue to work with suppliers on the identification and testing/use of different cable channel products over the lifetime of the trial. This will include the identification of alternative products available (or that may come to market) within the trial period that will help overcome engineering issues that currently prevent some eligible households from participating in the trial.
25. As of 10 November 2023:
 - 99 households have registered an interest in participating in the trial.
 - EV cable channels have been installed at 7 properties.
 - 9 properties have been assessed as eligible/feasible and are awaiting the installation of EV cable channels, with a further 12 properties currently under assessment or needing to provide further information on their application.
 - Out of the 99 properties that have registered an interest, 34 properties have been assessed as not eligible for participation in the trial. It has not been feasible to install the currently available cable channels at 27 of the interested properties.
26. Via EM are currently in the process of developing a marketing plan to further promote the roll-out of the trial EV cable channels across the county.

Reason/s for Recommendation/s

27. 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

28. The recommendation falls within the remit of the Place Select Committee by virtue of its terms of reference.

Financial Implications

29. The revenue costs of the on-street charging infrastructure for electric vehicles from 2023/24 to 2025/26 as set out in the report will be met from the LEVI Capability Fund allocation of £652,000 with no additional costs to be met by the Council. Confirmation of the capital funding is awaited and once confirmed, approval will be sought to include this in the capital programme.
30. The existing LEVI pilot to install cable channels outside properties to house EV charging cables is funded through a £774,000 grant received from the Energy Saving Trust. The household is liable for the funding of the purchase and installation of the domestic EV chargepoint on their property and also for any future maintenance costs associated with the EV cable channel. There are no additional costs to be met by the Council.

RECOMMENDATION/S

31. It is recommended that:

- a. Members consider and comment on the report.

Councillor Neil Clarke MBE
Cabinet Member, Transport and Environment

For any enquiries about this report please contact:

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Constitutional Comments (LW 22/11/2023)

32. The recommendation falls within the remit of the Place Select Committee by virtue of its terms of reference.

Financial Comments (01/12/2023)

33. The financial implications are set out in paragraphs 29 and 30. There are no additional financial costs to the Council arising from the report.

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.

- On-street Electric Vehicle Charging Infrastructure Report (9th February 2022).
- EV Charging Forward Framework consultation document.

Electoral Division(s) and Member(s) Affected

- All