



Open Report on behalf of Andy Gutherson, Executive Director - Place

Report to:	Environment and Economy Scrutiny Committee
Date:	28 February 2023
Subject:	Local Electric Vehicle Infrastructure Pilot

Summary:

This report describes the work being done to improve access to electric charging infrastructure across Lincolnshire, with a particular focus on the Local Electric Vehicle Infrastructure (LEVI) pilot.

The LEVI pilot scheme is the current national funding available to highway authorities. The funding is being used to trial a variety of approaches to installing chargers across the country. Lincolnshire County Council (LCC) was successful in applying for the funding in 2022, the scheme will be delivered in 2023.

LEVI is presented in the context of LCC's Local Transport Plan and future funding opportunities.

Actions Required:

Members of the Environment and Economy Scrutiny Committee are invited to:

- 1) Endorse a continuation of the current approach, where the pilot funding is used to understand the best way to deliver electric vehicle charging on the highway, in different geographical settings.
- 2) Provide comment that will shape future work on Electrical Vehicle (EV) infrastructure across Lincolnshire.

1. Background

Lincolnshire County Council adopted the Fifth Local Transport Plan (LTPV) in spring 2022. LTPV identified the importance of alternative fuels for Lincolnshire, including the importance of electric vehicle infrastructure for individuals, businesses, and communities. Therefore, an electric vehicle strategy was developed to ensure that we had strong foundations for funding opportunities.

The strategy recognised the importance of infrastructure investment and the need to be proactive in seeking external funding to create commercial interest in Lincolnshire. These documents provided a policy springboard to bid for government funding that was then announced.

This funding was the Local Electric Vehicle Infrastructure (LEVI) pilot fund, aimed at getting more electric vehicle chargers into areas with limited off-street parking, with further funding anticipated this year.

Lincolnshire acted as the lead partner for a successful bid which includes five local authorities across the Midlands region: Lincolnshire County Council, Herefordshire Council, Leicestershire County Council, Rutland County Council, and Stoke-on-Trent City Council, alongside Sub-National Transport Body Midlands Connect. An award of £935,048 was made, to be distributed between the five councils. The funding awarder also anticipates £2.8million of private sector investment

In Lincolnshire, the funding will be used to deliver approximately 100 standard and 8 rapid charging points spread across at approximately 40 individual sites and 4 hub areas (each EV charger will provide a minimum of 2 charging points). The majority of these will be on-street chargers in residential areas with the remainder being placed in other council owned land, with the aim that the majority of these will be installed by the end of 2023.

Site selection rationale

As this is a pilot scheme requiring a relatively small number of charge point locations, a small number of locations have been selected to test our approach in different settings.

These settings have been chosen to pose different delivery challenges e.g., on the coast, in a small market town, in a heritage setting etc. This would enable a range of learning points for Lincolnshire which will inform the future roll out of the main LEVI fund expected shortly.

The locations and themes chosen are as follows:

- Boston – larger market town
- Horncastle – through route to the Coast / Wolds and small market town
- Lincoln – urban
- Skegness/Mablethorpe – coastal
- Stamford – heritage

Building against these themes we aim to develop a matrix around our learning objectives which include:

- The advantages and disadvantages of being the Lead Authority on a multi-Authority project.
- The procurement processes and contractual legal requirements
- The installation process

- Availability of the power supply and the impact of chargers
- Parking behaviours and public perception and reaction over time
- The commercial market - understanding how LEVI will stimulate additional investment
- Added Value - identifying any additional economic benefits that EV charge points within a locality can bring

When selecting the proposed sites, the following points will be considered:

- Adherence to the original bid criteria – mainly residential with little or no off-street parking.
- Local area knowledge with input from the Local Highway Officers
- Any potential highway constraints – e.g., limited footway widths or existing street furniture
- Impact on local residents / businesses including parking
- Potential users / expected utilisation
- Current EV charging provision

Next steps

- A bespoke EV analytical tool will review locations against a range of factors including indices of deprivation, grid capacity and expected utilisation.
- Soft market engagement will also take place to ascertain the commercial appetite and any high-level grid capacity issues.
- Following completion of the above, the funder (OZEV) will be asked to sign off the list of sites to ensure they meet the bid criteria
- The exact locations will not be determined until a charge point operator has been appointed and their due diligence of all locations has been completed.
- Current funder (OZEV) is expecting that delivery will be completed by Dec 2023.

2. Conclusion

Lincolnshire County Council, as the lead applicant, in partnership with the four other local Authorities, intends to deliver a step change in charging provision for residents across the Midlands.

All five authorities face challenges in delivering charging infrastructure given socio-economic conditions, high car dependency, reliance on on-street parking, grid constraints and limited internal capacity and with limited charging provision, limiting EV uptake.

The equitable provision of charging to overcome is not being supplied by private investment as on-street chargepoints are generally less commercially viable than off-street rapid hubs, and in our authority areas, EV uptake forecasts are generally low.

This LEVI pilot presents not only an opportunity to start to address this but also to benefit from the learning that is being generated by the pilot. Placing us in a strong position for

future funding and developing our understanding of the best approach for LCC as the highway authority.

Our approach will ensure there is a proportional and equitable distribution of installations while providing sufficient flexibility for chargepoints operators to target areas of high demand and achieve commercial viability.

Our sites include on and off-street locations, urban and rural communities, and deploy various chargepoint speeds based on local needs. They will also compliment other commercial off-street EV infrastructure currently available across the County in local authority and privately owned car parks.

3. Consultation

a) Risks and Impact Analysis

n/a

4. Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
The Fifth Local Transport Plan and the Electric Vehicle Strategy	Lincolnshire County Council Website

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