

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date:</b>	9 September 2024
<b>Title:</b>	Local Electric Vehicle Infrastructure (LEVI) Fund for On-street Residential Electric Vehicle Chargepoints
<b>Report From:</b>	Director of Universal Services

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### Purpose of this Report

1. The purpose of this report is to seek approval to secure and spend the County Council's allocation of £6,662,000 LEVI grant fund, amend the scheme of authorisation, and to develop a commercial arrangement to deliver on-street electric vehicle charging infrastructure (EVCI) to support Hampshire residents without off-street parking switch to electric vehicles.

### Recommendations

2. That the Executive Lead Member for Universal Services gives approval to enter into the necessary arrangements with the Department for Transport (DfT), and delegates authority to the Director of Universal Services, in consultation with the Head of Legal Services, to finalise and enter into any necessary agreements to enable the submission of the stage 2 application to the DfT for receipt of the County Council's allocation of £6,662,000 Local Electric Vehicle Infrastructure (LEVI) grant fund to support Hampshire residents without off-street parking to switch to electric vehicles in line with Government policy to end the sale of petrol and diesel vehicles from 2030, and plug-in hybrids from 2035.
3. That the funding be allocated to the provision of on-street electric vehicle charging infrastructure (EVCI) in accordance with the arrangements with DfT for the LEVI grant fund.
4. That the sum of £6,662,000 is added to the Universal Services Capital Programme to fund the provision of Electric Vehicle Charging Infrastructure in Hampshire over a five-year period.
5. That the Executive Lead Member for Universal Services gives approval to spend the County Council's allocation of £6,662,000 LEVI grant fund and delegates authority to the Director of Universal Services in consultation with the Head of Legal Services to procure and enter into contractual arrangements to install electric vehicle charging infrastructure through a deployment plan that focuses on post codes where households do not have off-street parking, and

where infrastructure is anticipated to be required as a priority to support Hampshire residents to switch to electric vehicles.

6. That the Executive Lead Member for Universal Services delegates authority to the Director of Universal Services in consultation with the Executive Member for Highways and Waste to approve and vary a Deployment Plan for Electric Vehicle Charging Infrastructure in Hampshire, and to determine appropriate governance arrangements for the implementation of any changes to provide sufficient flexibility to respond to site access difficulties or changing circumstances and enable the introduction of minor variations and projects to an approved annual programme.
7. That the Executive Lead Member for Universal Services further delegates authority to the Director of Universal Services to make arrangements to establish, alter, or remove electric vehicle chargepoints as a new highway asset type, in line with established practice for other highway assets.

### **Executive Summary**

8. This report describes the County Council's allocation of LEVI funding from DfT.
9. The LEVI fund has been allocated to all Tier 1 authorities in England in two tranches. Hampshire County Council is in Tranche 2.
10. The total LEVI funding allocated to Hampshire County Council is £6,662,000 and will be released by DfT in two staged payments of 90% and then 10%. The first stage will be released once DfT has agreed the Authority's commercial arrangements, and the second and final stage will be released after DfT has reviewed the draft contract.
11. Electric Vehicle (EV) owners who park on-street will rely heavily on the public charging network, and the LEVI fund addresses the need for EV charging in areas with lower levels of residential off-street parking. The benefit of on-street EV charge points at locations where households do not have off-street parking is in providing opportunity and capability to those households to switch to an EV.
12. The rollout of on-street electric vehicle charge points supports the County Council's Climate Change Strategy (2020 to 2025), which establishes the overall approach in achieving the reduction in CO2 emissions needed to be carbon neutral by 2050, and it is underpinned by the Council's Local Transport Plan (LTP4).
13. The rollout of LEVI funded electric vehicle charging infrastructure is anticipated to start from autumn/winter 2025/2026, subject to DfT agreement to the Stage 1 and 2 applications. The County Council's priority postcodes for the location of the infrastructure will be set out in a County Council Deployment Plan which will be prepared in line with the criteria set by the DfT and reviewed annually with the contractor. The priority focus for deployment will be on post codes where households do not have off-street parking, and where infrastructure is anticipated to be required as a priority to support Hampshire residents to switch to electric vehicles. The current estimated number of on street residential standard (<7kwh) charge points that might be provided through this initiative is approximately 8500.

## Contextual information

14. The Council's LTP4 has a crucial role in delivering the Climate Change Strategy and meeting our carbon reduction targets, and the rollout of on-street electric vehicle charge points specifically supports delivery of LTP4 as it contains the outcome of "A carbon neutral, resilient Hampshire" through reducing transport-related carbon emissions to net zero (neutrality) by 2050. The provision of on-street electric vehicle charge points supports LTP4 Policy FM2 – "Accelerate the transition to low and zero emission vehicle use", which identifies that electric and other zero emission vehicles (ZEV) are an essential part of the solution to removing carbon emissions from transport.
15. The LEVI Fund was launched on 30 March 2023 by the DfT to pump-prime the deployment of EV chargepoints in areas with lower levels of residential off-street parking, as EV owners who park on-street will rely heavily on the public charging network, and to support the transition to electric vehicles ahead of the proposed phasing out of the sale of new petrol and diesel cars and vans from 2030, and plug-in hybrids from 2035.
16. The LEVI fund has two streams: Capability funding to increase staff resources to meet the challenge of transitioning to electric vehicles by employing staff to plan, deliver and manage chargepoint infrastructure at scale and at pace in line with the challenge of the 2030/35 timescale, and Capital funding to contribute towards the costs of EV charge point infrastructure.
17. The County Council was allocated Capability funding totalling £720,000 over three financial years comprising £129,600 received in March 2023, £295,200 received in September 2023, and a further £295,200 that will be received in the 2024/25 financial year.
18. The County Council has been allocated £6,662,000 of LEVI Capital funding but needs to apply to DfT to receive this funding. This funding will be used to support the rollout of EVCP over a five-year period.
19. The application for the LEVI Capital funding is in two stages.
20. The Stage 1 application sets out the Authority's commercial arrangements for DfT agreement. Once DfT has agreed the Stage 1 application, the Authority will be awarded 90% of the allocated funding and can open procurement for an Electric Vehicle Charge Point Operator (EV CPO).
21. The Stage 1 application was submitted on 19 July 2024 to ensure the tender process can be completed in the autumn 2024 and enable the Stage 2 application.
22. The Stage 2 application is the submission of the draft EV CPO concession contract to DfT to ensure that the final commercial arrangement meets the funding criteria. Provided that the criteria are met, DfT will give the Authority approval to sign the contract and the final 10% of LEVI funding will be released.
23. Stage 2 of the application needs to be submitted by end of February 2025 to enable DfT to review the contract and release the final 10% of LEVI funding before 31 March 2025.
24. The rollout of LEVI funded EVCI will commence during 2025, subject to DfT agreement to the Stage 1 and 2 applications. This rollout will be set out in a Deployment Plan prepared in line with the criteria set out by DfT to focus on

households that do not have off-street parking, and it will indicate those post codes across the County most likely to require EV CP to support households without off-street parking. It is anticipated that the first iteration of the Deployment Plan will be ready for the tender period from the middle of October 2024 and finalised with the winning bidder during the mobilisation period by the end of Spring 2025. Beyond this, local members will be notified where EV Charge Points are planned for deployment. The Deployment Plan will be subject to review annually, and authority is sought to approve and vary the Deployment Plan in consultation with the Executive Member for Highways and Waste.

25. The LEVI fund is being provided to support local authorities to work with the Electric Vehicle Charge Point industry and improve the roll out and commercialisation of local charging infrastructure.
26. A commercial arrangement achieved through competitive procurement is a key requirement of LEVI funding, and the arrangement should seek to secure private investment to support the development of a more self-sufficient local charging network.

## **Finance**

27. The County Council has received Capability funding totalling £720,000 over three years as outlined in paragraph 15. This funding has been used to establish the Transition to Electric Vehicle team, which is responsible for developing the annual programme and its implementation, and contract management for on-street residential electric vehicle charge points. Beyond this three-year period, the Charge Point Operator will pay Hampshire County Council a concession fee to cover all staff costs for the period of the contract.
28. The County Council's LEVI Capital fund allocation is £6,662,000, which will be released in two stages, as outlined above. The LEVI fund is to be used as a subsidy to pump prime the rollout of EV chargepoints over the first five years of the 16-year contract, after which the Charge Point Operator will fully fund the rollout of EV charge points that will be detailed in the future deployment plan.
29. EV charge points deployed under the concession contract will operate on a full cost recovery model, with income from charge points covering all associated operating and maintenance costs.

## **Performance**

30. This fund will deliver opportunity to those households that do not have off-street parking to make the switch from petrol and diesel to electric vehicles, contributing to the County Council's strategic objectives for climate change.
31. The Deployment Plan referred to in the recommendations will be prepared in line with the criteria set out by DfT to focus on households that do not have off-street parking; it indicates post codes across the County most likely to require EV CP to support households without off-street parking. The Plan will be kept under review, and as demand changes as ownership levels of EV increases and demand alters, the Plan will be amended.

## **Consultation and Equalities**

32. The provision of on-street residential electric vehicle chargepoints will be designed and located in accordance with Hampshire County Council technical guidance and is considered to have a neutral impact on people with protected characteristics. There will be no change in benefits to any protected characteristic group, over and above the current circumstances. The County Council will follow national guidance in designing and locating chargepoints, and protected characteristics will be considered when planning the location for each asset to ensure pedestrians can walk safely along the footway.
33. Proposals for individual on-street residential electric vehicle chargepoints will be subject to consultation with affected residents.
34. Proposals for EVCI that may impact more generally on the local community and other road users will be subject to wider consultation.
35. Proposals for on-street residential electric vehicle chargepoints that involve new Traffic Regulations Orders on the public highway will follow statutory consultation procedures and be subject to the appropriate Decision-Making process.

## **Climate Change Impact Assessments**

36. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

## **Climate Change Adaptation**

37. EVCI installed through the LEVI programme will consider the potential impacts of climate change such as being exposed to more extreme temperatures, higher levels of rainfall and/or surface water, and will seek to mitigate the effects of these weather conditions to improve the availability of EVCI.

## **Carbon Mitigation**

38. The LEVI programme will support a reduction in transport related carbon emissions.
39. Supporting residents who are unable to charge at home due to the lack of off-street parking supports transition to low carbon transport is in line with the Hampshire County Council Climate Change Strategy 2020-2025.

## **Conclusions**

40. This report seeks approval to secure the County Council's allocation of £6,662,000 LEVI grant fund, and to develop commercial arrangement with an

EV CPO to deliver electric vehicle charging infrastructure to support Hampshire residents without off-street parking switch to electric vehicles.

41. It is intended that electric vehicle charging infrastructure funded from this LEVI grant or funded by the EV CPO will operate at no cost to the County Council.
42. It is further intended that the Authority's wider EV role e.g., for policy, strategy and scheme development, will be on a full cost recovery basis, with income from chargepoints meeting all staff costs.
43. The larger number of chargepoints operating in Hampshire following the roll out of LEVI funded EVCI will increase overall income and therefore the likelihood of achieving this aim.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.
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Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **2. Equalities Impact Assessment:**

2.1 The provision of on-street residential electric vehicle chargepoints will be designed and located in accordance with Hampshire County Council technical guidance and is considered to have a neutral impact on people with protected characteristics. There will be no change in benefits to any protected characteristic group, over and above the current circumstances. The County Council will follow national guidance in designing and locating chargepoints, and protected characteristics will be considered when planning the location for each asset to ensure pedestrians can walk safely along the footway.