

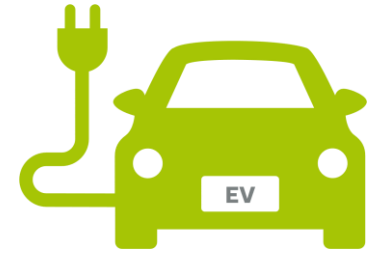
Local Electric Vehicle Infrastructure (LEVI) Funding

Lana Meddings
Tanya Vaughan

06/09/23



Current National and LCC Policy



- The Office for Zero Emission Vehicles (OZEV) is a team working across government to support the transition to zero emission vehicles (ZEVs). We are providing support for the take-up of plug-in vehicles, as well as funding to support chargepoint infrastructure across the UK. This will contribute to economic growth and will help reduce greenhouse gas emissions and air pollution on our roads.
- 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.
- LTPV and the strategy provided a policy springboard for LCC to bid for government funding once it was announced.

LEVI Pilot - Background



- The Local Electric Vehicle Infrastructure (LEVI) fund supports local authorities in England to work with the chargepoint industry, to improve the roll out and commercialisation of local charging infrastructure. These public chargepoints will help residents who don't have off-street parking and need to charge their electric vehicles (EVs).
- In August 2022, £10m was awarded to nine local authorities who applied to the LEVI Pilot Fund, funding over 1,000 chargepoints and gullies. In February 2023, the LEVI Pilot Fund was expanded by an additional £22m government funding and £17m private investment.
- Lincolnshire acted as the lead partner for a successful bid which includes five local authorities across the Midlands region, 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. The majority of these will be on-street chargers in residential areas with the remainder being placed in other council owned land.

Site Selection Rationale



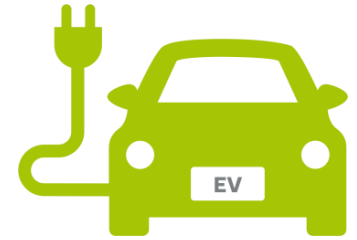
The locations chosen below, pose different delivery challenges e.g. on the coast, in a market town, in a heritage setting etc.

- Boston – large market town
- Horncastle – small market town / through route to the Coast / Wolds
- Lincoln – City / urban
- Skegness/Mablethorpe – coastal
- Sleaford – medium sized market town
- Stamford – heritage
- Village hub locations – 2 per district

Whilst selecting the proposed sites, the following points have been considered:

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

Learning Objectives



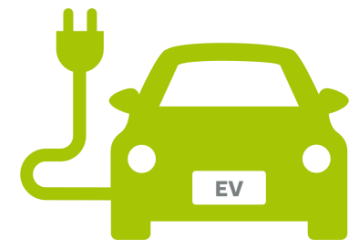
Building against these themes our learning objectives include:

- 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



Procurement ready:

- To ensure consistency of treatment/site inclusion, a bespoke EV analytical tool has reviewed locations against a range of factors including indices of deprivation, grid capacity and expected utilisation
- Soft market engagement has also taken place to ascertain the commercial appetite and any high-level grid capacity issues.
- The commercial model has been re-run to ensure the proposed portfolio approach to our site selection is still commercially attractive
- We aim to issue our tender via the OCC EVI DPS. As such their umbrella T&Cs have been amended to accommodate the award a concession contract.
- Our technical specification is currently being drafted and we are aiming to go out to tender by September/October 2023
- 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.



LEVI Capital Fund

- Moving forward, our provisional funding allocation for the main LEVI fund has been confirmed as up to £5,620,000 capital.
- LCC have taken a similar approach as the LEVI Pilot and have submitted their EOI with Midlands Connect as the Lead Authority as part of a multi authority consortium with combined funding of £15m.
- Hoping to build on the lessons from the Pilot.
- If put in Trance 1, Stage 2 of the full business case needs to be submitted deadline of November 30th
- LCC will need to find somewhere in the region of 800 sites for the installation EV charge points, a time-consuming process with ambitious timescales in place.