

Council

6 February 2025

Addition to Capital Programme - electric vehicle charging infrastructure.

Recommendations

That Council approves the addition to the Capital Programme of £3.295 million for the installation and ongoing management of electric vehicle chargepoints (“the Project”) to be funded from a grant awarded under the Local Electric Vehicle Infrastructure (LEVI) Fund and the addition to the Capital Programme of such other private sector investment sum as the Council may secure in support of the Project.

1. Executive Summary

- 1.1 Cabinet recommended to Council the addition of the Project to the Capital Programme at its meeting of 28 January 2025, following the successful allocation of capital funding of £3.295m from the Department for Transport’s Local Electric Vehicle Infrastructure (LEVI) fund. The LEVI fund’s purpose is to support local authorities in England to work with chargepoint operators to improve the roll-out and commercialisation of charging infrastructure.
- 1.2 One of the barriers preventing a more rapid increase in the uptake of electric vehicles (EV) is a lack of publicly available charging infrastructure. Delivering public chargepoints will help residents who do not have access to off-street parking to charge their vehicles conveniently and will support the Council’s Sustainable Futures Strategy ambitions by encouraging a switch to more sustainable forms of private transport.
- 1.3 To maximise the impact of this funding, the Council has joined a consortium of 14 local authorities led by sub-national transport body Midlands Connect and intends to jointly procure chargepoints with Worcestershire County Council, Rutland County Council, Leicestershire County Council and Shropshire County Council. Worcestershire County Council’s procurement team will lead the procurement but all consortium members will have input into and involvement in the process.
- 1.4 All LEVI funding made available to the Council will be spent on infrastructure within Warwickshire. The Council will have its own contract with the appointed provider, separate from other consortium members and tailored, where necessary, to meet requirements that work best for Warwickshire.
- 1.5 It is not possible to provide a definitive number of chargepoints that this procurement will deliver at this time. The number able to be offered by

provider(s) will form part of the competitive tender. However, it is expected that Warwickshire will be able to secure circa 700 additional twin-socket charge points throughout the county as a result of this project. Installation is likely to begin in late 2025 and to be delivered over a 4-year period. Most sites will be on-street, as specified by the Office for Zero Emission Vehicles (OZEV) as part of the terms surrounding the grant funding. The Council continues to work closely with district and borough colleagues and local members at county level to collaborate on suitable site identification.

- 1.6 The contract proposed will run for fifteen years and will include on-going maintenance of the chargepoints, as well as regular reporting on utilisation through a back-office system. This is the industry standard for such EV charging concession contracts as it gives providers time to recoup the significant capital investment involved in setting up such a network. It will also ensure consistency of supply across the county and avoid the need for regular short term procurement activity driving inefficiencies.
- 1.7 The Council will also seek, through the competitive tendering process, to obtain a revenue share from all electricity sold through the chargepoints as well as fixed yearly income from the appointed provider. These revenue streams may be used to manage the ongoing contract as well as support further EV related work.

2. Financial Implications

- 2.1 The current total scheme cost is undetermined. LEVI guidance states that private sector investment should be secured to accelerate the rollout of chargepoints where possible. Market engagement indicates that significant private sector funding is available. The exact amount will form part of the competitive tender. However, the Council will only contribute funding obtained from the LEVI Fund and there will therefore be no additional capital demand on the County Council.
- 2.2 The appointed provider will have responsibility for the maintenance of all aspects of the project, including the provision of a customer contact centre and back office. Following installation, ownership and on-going maintenance of the installed assets will remain the responsibility of the provider under its contract with the Council and will not fall on the Council as a financial liability.
- 2.3 There is no expectation that the Council will be required to provide any financial shortfall to enable the scheme to progress. Following procurement and evaluation of appropriate bids in collaboration with Midlands Connect and Worcestershire County Council, the final project costs will be ascertained before the contract is awarded. If tendered delivery costs exceed the available budget, a decision will be made as to how to progress. This may include:
 - Halting the delivery of the Project and returning the grant funding to government;
 - Reducing the scope to reduce costs and enable delivery within the available budget; or

- Seeking further private sector investment, or other grant funding.
- 2.4 Should the decision be made to not progress the Project on affordability grounds, or due to the lack of an appropriate provider, the project will be removed from the Capital Programme.

3. Environmental Implications

- 3.1 The delivery of additional electric vehicle chargepoints in Warwickshire will support residents to make the switch from a petrol/diesel vehicle to an EV. This will support the Council's wider goals of improving air quality, reducing emissions, and achieving net zero targets.

4. Supporting Information

- 4.1 It is important that the chargepoints secured are in places where they will be effective and that the funding is used to promote charge points in areas that might not attract commercial private sector funding in the normal course of events. In order to ensure that the views of residents are taken into account, a "suggest an EV chargepoint location" form has been on the Warwickshire County Council EV webpage for over a year. The form was heavily publicised and has generated close to 300 suggestions from residents. This will continue to be used to indicate demand from residents and to shape where infrastructure should be installed as final locations are brought forward. In some instances, changes to traffic regulations might be appropriate to ensure the infrastructure can be used effectively. Where this is the case, changes to Traffic Regulation Orders (TROs) will be subject to the usual statutory public consultation.
- 4.2 The Council is committed to ensuring that chargepoint infrastructure is, wherever possible, accessible for all residents. By requiring the appointed provider to install chargepoints that comply with PAS1899 accessibility requirements, Warwickshire County Council will support all residents to adopt EVs. This commitment to accessibility aligns with the Council's broader strategic objectives of promoting social inclusion and creating a sustainable and accessible future for all.

5. Timescales associated with the decision and next steps.

- 5.1 It is proposed that the procurement exercise commences in late February 2025, with a view to awarding the contract by September 2025.

Appendices

None.

Background Papers

None.

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This report was circulated to the following members prior to publication:

Local Member(s): Not applicable – Countywide report.

Other members: Councillor Jan Matecki; Chair, Vice Chair and Spokespersons of Communities Overview and Scrutiny Committee