Report for: Cabinet – 22 April 2025

Title: Local Electric Vehicle Infrastructure Funding

Item number: 20

Report authorised by Barry Francis – Director of Environment and Resident Experience

Lead Officer: Maurice Richards – Head of Transport and Travel

Ward(s) affected: All

Report for Key/ Non-Key Decision: Key Decision

1. Describe the issue under consideration

1.1. This report seeks authority to approve the Council's acceptance of the Government's Local Electric Vehicle Infrastructure funding and to procure and award the contract(s) for the provision of on-street electric vehicle charging infrastructure within Haringey.

2. Cabinet Member Introduction

2.1. This report brings forward a significant opportunity to expand electric vehicle charging infrastructure throughout Haringey. The Local Electric Vehicle Infrastructure funding represents a practical partnership between central government, local government and the private sector, allowing us to deliver charging points for residents without off-street parking. By working collaboratively with six London boroughs and leveraging £1.25 million of government funding alongside private sector investment, we can create infrastructure that addresses one of the most significant barriers to electric vehicle adoption.

2.2. The lack of reliable charging infrastructure creates a practical impossibility rather than just an inconvenience. This infrastructure gap represents both a physical and psychological barrier; the anxiety about where and when to charge undermines confidence in transitioning to electric mobility.

2.3. The partnership model at the heart of this project demonstrates the power of coordination between different levels of government and commercial operators. Working together enables us to maximise resources and deliver strategic deployment of charging infrastructure across the borough. This approach ensures more equitable access for all residents while eliminating the financial risk to the Council.

2.4. Every charging point installed becomes part of our broader commitment to cleaner air, reduced carbon emissions and a more sustainable transport network. By making electric vehicles a visible, accessible option on our streets, we're helping to transform how residents move around the borough. This project is just one part of our ambitious plans to decarbonise Haringey's transport network, creating the foundation for meaningful climate action through partnership, investment and forward-thinking urban planning.

3. Recommendations

It is recommended that Cabinet:

3.1. Approve the Council accepting Local Electric Vehicle Infrastructure ("LEVI") funding, administered by the Government's Office for Zero Emission Vehicles ("OZEV"), for the purpose of procuring on-street electric vehicle charging infrastructure within Haringey. The individual funding agreement, with the Office for Zero Emission Vehicles, will be for the sum of £1,257,333.

3.2. Notes that the Council will be collaboratively procuring, as part of a partnership of six London boroughs, a Charge Point Operator(s) ("CPO") to supply, install, operate and maintain on-street electric vehicle chargepoints ("EVCPs") in Haringey.

3.3. Notes that the Council will be required to sign an inter-borough legal agreement, to delegate authority to a lead partner borough to lead the procurement of a Charge Point Operator(s) to supply, install, operate and maintain on-street electric vehicle chargepoints in Haringey.

3.4. Delegates authority to the Director of Environment and Resident Experience, in consultation with the Cabinet Member for Climate Action, Environment, and Transport, to award concessionary contract(s) with the successful bidder(s) to provide on-street electric vehicle chargepoints within Haringey, in accordance with the finalised contractual terms.

4. Reasons for decision

4.1. The LEVI fund provides the Council with an opportunity to invest in development of on-street electric vehicle charging infrastructure across the borough, in line with policy objectives, without the requirement of capital investment from the Council.

4.2. The expansion of on-street electric vehicle charging infrastructure in the borough forms a key component of the Council's current and emerging policies around mitigating climate change and improving air quality, as well as creating a sustainable transport network, but it is largely dependent on the provision of third-party funding to progress.

4.3. Strategic deployment and expansion, to ensure equitable and sufficient coverage of on-street electric vehicle chargepoint infrastructure presently depends on grant funding so that CPO(s) will make available match funding to provide, install, operate and maintain the electric vehicle infrastructure delivered through this project.

4.4. The award of a concession contract(s) to a competitively tendered CPO(s) enables the Council to transfer the operating risk and reward in exploiting the chargepoints, exposing the CPO(s), rather than the Council, to the vagaries of the market; this incentivises the CPO(s) to deliver operation and maintenance to higher standards, so as not to negatively impact profitability.

4.5. Acceptance of, and awarding a contract(s) through, LEVI funding does not preclude the Council from having entered into existing, or entering into new, arrangements with CPO(s) to supplement the Council's EVCPs across the borough.

5. Alternative options considered

5.1. The Council not accepting LEVI funding.

5.1.1. If the Council did not accept LEVI funding, it would either need to further establish on-street electric vehicle charging infrastructure through other financial (and procurement)

arrangements or develop its own provision.

5.1.2. In combination with the Government's LEVI grant funding, match funding provided by a CPO(s) would help to establish sufficient financial capacity to deliver the large number of EVCPs necessary to meet the projected demand. Without LEVI funding as an incentive to encourage CPO(s) to invest in delivery of electric vehicle charging infrastructure in less financially sustainable locations across the borough, which would result in some areas not likely to see the numbers of EVCPs required to encourage and support residents to switch to an electric vehicle.

5.2. The Council accepting LEVI funding, but not as part of the partnership.

5.2.1. There is an option for the Council to request to accept the funding on an individual borough basis, rather than in a partnership, allowing it to maintain full control of how to utilise the funds; there have been a couple of instances where London boroughs have sought to do so.

5.2.2. This option, too, would be contingent on relevant service area capacity and capability to deliver under this model, in addition to ensuring that our individual plans are in alignment with the overall LEVI objectives. Furthermore, this option would reduce the leverage the Council has over the market, compared with the leverage that the Council has within the partnership, due to fewer investment opportunities for prospective CPO(s).

5.2.3. There is a risk that the funding would not be granted by OZEV, should the Council seek to attain the funding on an individual basis.

5.3. The Council developing its own electric vehicle charging infrastructure.

5.3.1. There is the option for the Council to develop its own electric vehicle charging infrastructure, through following a public ownership (or 'own and operate') model, whereby the local authority takes on full ownership of infrastructure, including (but not limited to) charging hardware and network connections. With this approach, the local authority would be responsible for all upfront investment. While this model guarantees the local authority retains full revenue generated, it places all commercial risk with the local authority. This option is also contingent on relevant service area capacity and capability to deliver under this model.

6. Background

Local Electric Vehicle Infrastructure Fund

6.1. Launched by the Government, LEVI fund supports local authorities in England to plan and deliver electric vehicle charging infrastructure, primarily to residents without off-street parking.

6.2. The LEVI fund is a capital grant scheme, administered by OZEV. It's support body includes:

- Energy Saving Trust ("EST") – responsible for managing the application process
- Centre of Excellence for Low Carbon and Fuel Cell Technologies ("CENEX") – providing technical information to local authorities, such as through its online National EV Insight and Support ("NEVIS") service.

- PA Consulting – contributing business-case input to local authorities

6.3. The LEVI fund has two main objectives:

- To deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure across England.

- To accelerate the commercialisation of, and investment in, the local charging infrastructure sector.

6.4. Use of the funding is conditional – to meet the LEVI fund objectives:

- Projects must demonstrate that they primarily focus on low powered chargepoints (<22kw) to benefit residents without off-street parking.

- Other users – including customers / visitors, private hire vehicle users, commercial vehicle drivers – can benefit from LEVI projects, but the minority of chargepoints must solely benefit them.

- Rapid charging is eligible for funding, but it's expected that most of the funding supports delivery of lower powered chargepoints.

6.5. The LEVI fund comprises:

- Capital funding – to support chargepoint delivery.

- Capability funding – to ensure that local authorities have the staff and capability to plan and deliver electric vehicle charging infrastructure.

6.6. Funding from OZEV is being allocated in two tranches:

- Tranche 1 – applications for the 2023/24 financial year.

- Tranche 2 – applications for the 2024/25 financial year.

The Council applied for both capital funding and capability funding, from Tranche 2.

6.7. Indicative capital funding has been allocated to Tier 1 local authorities (unitary, county Council or combined authorities) in England on behalf of all their constituent authorities.

6.8. In London, capital funding will be delivered through borough partnerships; this is on the basis that local authorities can benefit from economies of scale, collaborating on joint procurement, maximising opportunities for private sector investment through CPOs.

6.9. The Council has been entered into one of London's borough partnerships: Partnership 6. This partnership comprises six boroughs, including Haringey: Brent, Ealing, Hammersmith & Fulham, Harrow and Hillingdon.

6.10. A lead partnership borough will have administerial responsibility on behalf of the partnership; the lead borough within Partnership 6 is London Borough of Ealing.

6.11. The application process for capital funding has three stages:

- Stage 1: Expression of interest
    - Local authorities must show evidence of how they plan to use their LEVI capital funding through the submission of an expression of interest (EOI) form
- Stage 2: Application form, criteria compliance and tender document review
    - Formal application form (as part of partnership)
    - Submission of Invitation to Tender ("ITT") documents
- Stage 3: Contract review
    - Submission of draft EV infrastructure contract to the support body for review and approval

6.12. Following the submission of an Expression of Interest (Stage 1 of the application) in May 2023, Partnership 6 has been provisionally allocated LEVI funding totalling approximately £7,544,000, for the purpose of delivering on-street electric vehicle charging infrastructure to support residents to make the switch to electric vehicles.

6.13. The indicative capital funding allocation, exclusively to the Council, is £1,257,333. The awarded capability funding allocation, exclusively to the Council, is £121,626.

6.14. The indicative capital funding allocation is due to be paid to the lead partnership borough, before being transferred to the Council. The total partnership funding is due to be paid within the 24/25 financial year, but may not be received by the Council until the 25/26 financial year.

6.15. Thereafter, officers from across the partnership worked collaboratively on a joint formal application for funding under the LEVI programme (Stage 2 of the application). The application was submitted in July 2024.

6.16. In anticipation of the partnership securing the requested funding from OZEV, the Council – as part of this partnership – has been collaboratively working on Stage 3 of the application: the drafting of contracts (and associated procurement documentation) for the prospective CPO(s). This has included developing the specifications for the ITT, along with the specific clauses within the prospective contract(s).

<u>Procurement / Contract Management</u>

6.17. Owing to the partnership set-up, there are several options for the procurement – and contractual management – of the CPO(s) to deliver EVCPs, including:

- Single procurement, with individual borough contracts
    - CPOs bid on the whole contract, which would be separated into borough-level contracts
- Single procurement, with lead partnership borough contract
    - Operators bid on the whole contract, with lead partnership borough,

followed by legal / contractual arrangement between lead borough and other boroughs (via Inter Authority Agreement / MoU)

- Joint venture
    - Body set up which all boroughs are accountable for, with contracts negotiated centrally.

6.18. Partnership 6 has agreed to follow a single procurement – carried out by the lead partnership borough – with individual borough contracts with appointed operators.

6.19. An inter-borough legal arrangement will need to be agreed by all boroughs within the partnership, to delegate authority to the lead partnership borough to manage the procurement and contracting processes; the Council will retain responsibility to help outline the specification of the procurement and will provide assessment of any bids received.

6.20. The overall funding of this programme will come from two sources: the LEVI fund and from the successfully appointed CPO(s); it is anticipated that the LEVI fund will provide between 15-30% of required funding, and the appointed CPO(s) will provide the remaining 70-85% in a match funding arrangement; the Council will not need to provide any additional capital.

6.21. The CPO(s) will be expected to cover all operational and maintenance costs associated with the respective on-street EVCPs for the duration of the contract(s); the arrangement(s) will be in the form of a concession contract(s).

6.22. The Council, along with other partnership boroughs, will seek to generate appropriate levels of revenue from any contract(s); options for this include fixed licence fees and revenue sharing arrangements.

6.23. Procurement will only be permitted upon approval – by the support body – of the Stage 3 documentation (as per 6.15). It is envisaged that the procurement process will commence from Summer 2026.

<u>Haringey</u>

6.24. The Council has adopted various strategic plans, which are underpinned by the expansion of on-street electric vehicle chargepoint infrastructure, including its *Climate Change Action Plan 2021* – which outlines how Haringey plans to become net zero carbon by 2041 as well as the Council's inaugural *Ultra Low Emission Vehicle Action Plan 2019*.

6.25. The Council's emerging Safe and Sustainable Transport Strategy, Kerbside Strategy and Electric Vehicle Strategy will all address the requirement to enhance provision of EVI in the borough.

6.26. The Council has been establishing on-street electric vehicle charging infrastructure across the borough since 2019. The funding to deliver this infrastructure has ranged from TfL allocated funding – including OZEV's Go Ultra Low City Scheme ("GULCS") programme – to concessionary arrangements with CPOs.

6.27. As of January 2025, there are over 260 EVCPs in operation across the borough (with

plans to increase this provision to over 300 through the remainder of 2025); these are operated by several CPOs, with different types and specifications of EVCPs.

6.28. In Q1 2024, there were 3,948 electric vehicles registered within Haringey.

6.29. According to data – as of September 2024 – published by CENEX through its NEVIS service, it has been projected that Haringey has 4.5 years of supply vs. demand for on-street electric vehicle chargepoints.

6.30. According to further data published by CENEX through its NEVIS service, Haringey is projected to require a minimum of 1,742 / maximum of 2,635 electric vehicle chargepoint sockets by 2030 to meet anticipated demand.

6.31. Locations for new EVCPs will be subject to consultation. Internal consultation will be sought to ensure that EVCPs do not conflict with programmes of work from other service areas, as well as checking that proposals are in accordance with relevant guidance and strategic policies. Statutory consultation will take place with the public, as part of the Traffic Management Order process, whereby officers will consider any objections which may lead to rejections or relocations.

7. Contribution to the Corporate Delivery Plan 2024-2026 High Level Strategic Outcomes

7.1. Strategy and policy measures set out in this report support various outcome areas of the Corporate Delivery Plan 2024-2026. The proposals will contribute to:

- Responding to the climate emergency, A zero carbon and climate resilient Haringey
- Better air quality in Haringey

8. Carbon and Climate Change

8.1. The LEVI fund programme contributes positively to carbon emission reduction and mitigates climate change, through supporting and encouraging residents to use electric vehicles.

9. Statutory Officers' comments

Finance

9.1. The Council has been awarded infrastructure funding from OZEV for the delivery of the Local Electric Vehicle Infrastructure project. The award includes capital funding of £1,257,333 and capability funding of £121,626 to procure on-street electric vehicle chargepoints within Haringey.

9.2. The funding is expected to be received in 2025/26 as per ref. 6.14 and the Council has entered into a partnership with six other boroughs. A total of £7.5 million has been awarded to the six boroughs to deliver the project.

9.3. The London Borough of Ealing will lead on the project and will carry out the procurement process in collaboration with the project partners to appoint chargepoint operator(s). The

operator(s) will be required to provide match funding and there will be no expectation of capital investment from the Council.

9.4. The Council will transfer all risks and rewards to the third-party operator(s) to avoid any financial risks or any potential reputational damage.

Legal

9.5. The Assistant Director for Legal and Governance (Monitoring Officer) has been consulted in the preparation of this report.

9.6. Pursuant to the Council's Contract Standing Order (CSO) 17.1, Cabinet has authority to approve the receipt of a grant where the value of the grant is £500,000 or more and, as such, the recommendation in paragraph 3.1 is in line with the provisions of the Council's CSO.

9.7. Pursuant to the Council's CSO 7.01.(a), the Council may undertake a procurement as part of a group of public sector bodies contracting with one or more contractors (consortium arrangement), provided the contract standing orders of one of the public sector bodies constituting the group and/or where applicable the public procurement legislations have been followed and as such the recommendation in paragraphs 3.2 and 3.3 of the report are in accordance with the Council's CSO.

9.8. Pursuant to the Council's CSOs 9.07.1(d) Cabinet has power to approve the award of a contract where the value of the contract is £500,000 or more.

9.9. Further to paragraph 9.8 above, the recommendation in paragraph 3.4 of the report to delegate authority to the Director of Environment and Resident Experience, in consultation with the Cabinet Member for Climate Action, Environment, and Transport, to award concessionary contract(s) with the successful bidder(s) to provide on-street electric vehicle charging infrastructure within Haringey, in accordance with the finalised contractual terms is in line with law. Cabinet has power under the Local Government Act 2000 to delegate the discharge of any of its functions to an officer (S.9E (Discharge of Functions)).

9.10. The Assistant Director for Legal and Governance (Monitoring Officer) sees no legal reasons preventing the approval of the recommendations in the report.

Strategic Procurement

9.11. Strategic Procurement have been consulted in the preparation of this report.

9.12. CSO 17.1 permits the Cabinet to approve the receipt of grants valued at £500,000 or more.

9.13. Strategic Procurement have no objections to the recommendations in section 3 of this report.

Equality

9.14. The Council has a Public Sector Equality Duty (PSED) under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.

- Advance equality of opportunity between people who share protected characteristics and people who do not.

- Foster good relations between people who share those characteristics and people who do not.

9.15. The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

9.16. The decision proposed in this report is to approve the award of funding, to allow for the procurement of EVCPs, through concession contracts with CPO(s).

9.17. Increasing electric vehicle charging infrastructure provision across the borough will not only support existing electric vehicle drivers, but encourage drivers of petrol and diesel vehicles to transition to electric vehicles, which would, in turn, help to lower emissions and help to improve air quality. Poor air quality is particularly harmful to pregnant women, disabled people and older people. Infants and young children are also disproportionately vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults. As such, the decision will have a positive impact on residents with these protected characteristics.

9.18. As a result of the procurement, there is a chance that more than one CPO will operate EVCPs in the borough. This would help to reduce monopolisation within the market, providing options related to aspects such as pricing for customers. This should have a positive impact for all residents, but particularly those of a lower socioeconomic status, ensuring greater accessibility to and affordability of EVCPs.

9.19. The potential increase in EVCPs in the borough may lead to a reduction of other on-street parking options, due to the reallocation of carriageway parking space. It is not envisaged that any disabled parking would be impacted by these changes. Yet, a reduction in standard parking bays may negatively impact residents who rely on on-street parking availability due to not having access to off-street parking.

9.20. The proposed decision is anticipated to have a neutral impact on all other protected characteristics because these groups are not impacted specifically because of their characteristics.

10. Use of Appendices

None