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| <b>Cabinet and Council Report</b>  | <b>Sefton Council</b>  |                                  |     |
| <b>Report Title:</b>               | <b>Local Electric Vehicle Infrastructure - Receipt of Capital Funding</b>                                 |                                  |     |
| <b>Date of meeting:</b>            | 07 November 2024<br>14 November 2024  |                                  |     |
| <b>Report to:</b>                  | Cabinet<br>Council  |                                  |     |
| <b>Report of:</b>                  | Assistant Director - Highways and Public Protection   |                                  |     |
| <b>Portfolio:</b>                  | Cabinet Member - Housing and Highways   |                                  |     |
| <b>Wards affected:</b>             | All Wards   |                                  |     |
| <b>Is this a key decision:</b>     | Yes   | <b>Included in Forward Plan:</b> | Yes |
| <b>Exempt/confidential report:</b> | No  |                                  |     |

### Summary:

Allocations of additional funding over £1m in value need Council approval. This report seeks a Cabinet recommendation to Council to add £1.067m of Local Electric Vehicle Charging (LEVI) funding to the Council's Capital Programme. Subject to confirmation from the Liverpool City Region Combined Authority, a Grant Funding Agreement will be received for this amount.

### Recommendation(s):

Cabinet is recommended to;

- (1) Recommend to Council the approval of a supplementary capital estimate for £1.067m, externally funded using LEVI funding from the Liverpool City Region Combined Authority (LCRCA) for the delivery of Electric Vehicle Infrastructure across the borough.
- (2) Note the progress of the development work in support of a submission to the LCRCA to identify the programme of roll out of new infrastructure.
- (3) Note the progress of the development of an Electric Vehicle Infrastructure Strategy for the borough.

Council is recommended to;

- (1) Approve the receipt of a supplementary capital estimate for £1.607m, externally funded using LEVI funding from the Liverpool City Region Combined Authority (LCRCA) for the delivery of Electric Vehicle Infrastructure across the borough.

## **1. The Rationale and Evidence for the Recommendations**

- 1.1 Various strands of work in relation to promoting lower carbon emissions from transport across the Borough are being developed, with Electric Vehicles (EVs) being an integral element. Promoting the adoption of EVs supports the national policy stance, alongside Sefton's own Climate Emergency Declaration and Local Plan. Regionally it also aligns to the priorities of the Liverpool City Region Combined Authority (LCRCA) in updating the Local Transport Plan.
- 1.2 There is an expectation that the private sector will help deliver Electric Vehicle Charging Infrastructure (EVCI) as future demand increases at more commercially viable sites. It is recognised that Local Authorities play an important role in helping to provide a fair and open public charging network, which allows residents without driveways / private parking the opportunity to be able to own and charge an electric vehicle. Council implemented EVCI will therefore likely be at sites less commercially attractive and be designed to bridge the gaps in distances to chargers and costs for local communities.
- 1.3 There is an opportunity for Sefton Council to obtain funding from the Office for Low Emissions Vehicles (OLEV) for EV charging points infrastructure. This is via the Liverpool City Region Combined Authority's (LCRCA) submission for Local Electric Vehicle Infrastructure (LEVI) funding. The key principle of LEVI is to bridge inequalities gaps for EV users without access to private driveways / parking.
- 1.4 The regional bid was submitted in November 2023 with initial draw-down on 90% of the funds now taking place and the remaining 10% to follow once procurement tender documents are completed. The LCRCA has successfully secured an indicative award of £9,647,000 in total to fund EV infrastructure projects across the Liverpool City Region. Whilst a final decision has yet to be made, it is expected that the LCRCA will split the funding received equally across the Local Authorities. This would result in the receipt of £1.067m for Sefton.
- 1.5 All Local Authorities within the City Region were expected to set out a likely approach to the provision of EV infrastructure to meet the requirements of the LEVI funding and submit these to the LCRCA who will then consult with OLEV.
- 1.6 In the submission made it was proposed that the approach to the roll out in Sefton would be a prioritised approach to EVCI procurement and implementation. This would look at Council owned car parks and potential community hubs firstly; whilst gathering more information around the potential for on-street residential charging options. It was considered that more evidence was needed to be able to consider future on-street residential charging, including lessons learnt from neighbouring and other Local Authorities. It should be noted that some other Local Authorities are favouring an On-Street Charging approach. This will provide a blend of approaches across the LCRCA.
- 1.7 It is proposed that once developed further an agreed approach will be consolidated into a Sefton Electric Vehicle Charging Infrastructure (EVCI) Strategy, which will provide the Vision and Objectives and shape the future decision-making process around EVCI. The EVCI Strategy will be supported by policy context, analytical mapping evidence and future scenario predictions. It is

proposed to develop the EVCI Strategy with key stakeholders, including Cabinet and Ward Members, internal departments and specialist external partners initially.

- 1.8 The details of the roll out of infrastructure will be shared with Cabinet for approval along with the Strategy document. The proposals included in the initial bid for the LCRCA was based on evidence from previously commissioned study to look at the viability of EVCI within the Council-owned car parks. The study produced an extensive list of potential sites based on, location, numbers of spaces, opening times, proximity to existing charging points and the number of households within a 10-minute walking distance. This produced a long list of 22 car parks, which was then further buffered to an approx. 5-minute / 400m walking distance for 1,000 households, to produce a prioritised short list of 8 car parks.
- 1.9 Further mapping work is now being commissioned to look more in-depth at the long list of potential sites, types of chargers and overall viability against the LEVI criteria. In addition further community sites, such as leisure centres and land which may be developed into community hubs are being explored. This will enable the Council to move towards the LEVI procurement process with a full list of sites with good viability for LEVI funding potential. There is also an awareness that any future funding arrangements with Charge Point Operators (CPO) will likely include a mixture of public sites which are or are not commercially attractive and this may not be apparent until procurement conversations begin.
- 1.10 It should be noted that the LCRCA have informed the Local Authorities that they will lead on the process to secure a CPO to install and manage the infrastructure across the City Region. The exact model of operation, implications for the Local Authorities and likely receipt of income, will be determined in due course and be subject to approval. It is expected that each Authority will be responsible for managing the relationship with the CPO and the roll out of infrastructure in each district and all associated payments. As such it has been agreed in principle that each Local Authority will receive a share of the funding.
- 1.11 The programme for procurement, appointment and roll out is being agreed. The most recent information received suggests that tender documents will be discussed between the LCRCA and OZEV between November and December. The procurement process, which is likely to be 2 stage will be between Feb to August 2025 with Autumn 2025 being the earliest likely delivery.

## **2. Financial Implications**

- 2.1 The costs associated with the development work to map potential sites and submit information to the LCRCA have been met from the relevant budget line within the agreed Transport Capital Programme. Once a formal Grant Funding Agreement is signed, then this LEVI funding can be used to fund any further development costs in addition to the infrastructure costs.
- 2.2 It should also be noted that some specific, separate funding, secured by the LCRCA from OLEV, has been used to fund two fixed term Project Manager posts to provide some additional capacity to the LA's. Each post allows development work across 3 Local Authorities.

2.3 The charging mechanism for each EV charging point and the distribution of income is unknown and this stage and will be considered further after Procurement and before implementation.

### **3. Legal Implications**

3.1 The LCRCA will lead on the procurement process to secure a CPO. There is likely to be a contract or formal relationship between the CPO and The Council which should be based on documentation developed by the LCRCA. There will be a need for some Legal support from the Council in the formalising of this Contract.

### **4. Risk Implications**

4.1 The details of the relationship between the Council and the prospective CPO will be determined in a further report to Cabinet to ensure all risks are understood.

4.2 No LEVI funding will be expended until the Grant Funding Agreement or similar is reviewed and signed. This process will only be undertaken when a risk review has been undertaken.

### **5 Staffing HR Implications**

5.1 The development input into the bid and in the subsequent liaison with the LRCA has been from staff within the Highways and Public Protection Department supported by the Transport Technical Services Supplier as appropriate with funding provided from the Capital Programme.

5.2 The existing team will be supplemented by the LCRCA appointed part time Project Manager.

### **6 Conclusion**

6.1 This report seeks approval to accept the allocated LEVI Funding into the Council's Capital Programme. This will facilitate the remaining steps of the process and help avoid delays in using the funding. Further report(s) will confirm the Council's EV Strategy, final details of the priority list for the roll out of EV infrastructure and the details of the Contractual relationship with a Charge Point Operator, when all those matters have been determined.

### **Alternative Options Considered and Rejected**

The Council could decide not to participate in the LEVI delivery scheme but this would limit the ability to provide EV infrastructure for those residents without off-street parking.

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| <b>Equality Implications:</b>   |
| The use of LEVI funding will help people without off-street provision charge Electric Vehicles. |
| <b>Impact on Children and Young People:</b>   |
| The report has no direct impact on Children and Young People.                                   |
| <b>Climate Emergency Implications:</b>  |
| The recommendations within this report will have a Positive impact.                             |

The provision of infrastructure for EVs should help promote EV vehicles and hence reduce the Carbon output across the borough

**What consultations have taken place on the proposals and when?**

**(A) Internal Consultations**

The Executive Director of Corporate Services & Commercial (FD.7811/24) and the Chief Legal and Democratic Officer (LD.5911/24) have been consulted and any comments have been incorporated into the report.

**(B) External Consultations**

Consultations have been held with the LCRCA over scope of Sefton's proposed offer for the LEVI funding.

It is proposed that the EV Strategy, once further developed, is subject to Consultation.

**Implementation Date for the Decisions:**

Following the expiry of the "call-in" period for the Cabinet decision; and Immediately following the Council meeting.

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**Appendices:**

None

**Background Papers:**

None