

The role of the public sector in delivering EV charging infrastructure

Summary Report by Grant Thornton for
Transport for Greater Manchester

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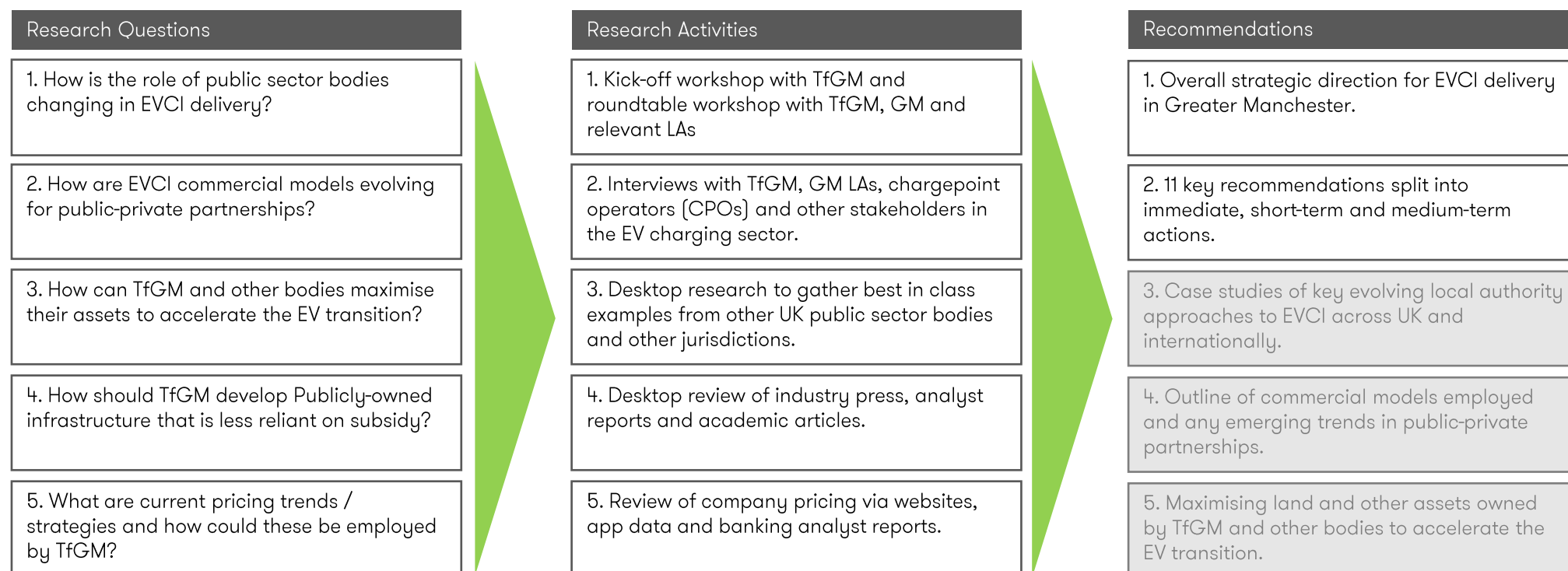
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Scope and purpose of this paper

Grant Thornton was asked by Transport for Greater Manchester (TfGM) to review the changing role of the public sector in delivering EV charging infrastructure (EVCI) and make recommendations for TfGM and the Greater Manchester (GM) local authorities (LAs) regarding the role they should play to facilitate the EV transition. The transition to zero and low emission vehicles is a key priority of GM's Transport Strategy 2040 and is evidenced by the TfGM and the GM LAs' EV Charging Infrastructure Strategy published in 2021.

Our study took place over a 12-week period and was based on the five research questions and activities below. This presentation is a summary of our full report and recommendations and set out our overall strategic recommendation for EV charging delivery in GM and 11 specific recommendations. The other items in grey below are set out in our full report issued separately to TfGM.



Challenges for EV charging delivery in Greater Manchester

The points set out below are our findings from fieldwork interviews with Greater Manchester councils and other stakeholders involved in EV charging in the area. We explain how some of these findings translate to *our recommendations, highlighted in blue*.

1. GM local authorities have limited resources to manage EVCI delivery.

- This is an issue across most councils in England & Wales. However, the responsible officers across Greater Manchester councils seem to be particularly stretched.
- *GM local authorities rely on support in planning and delivering EVCI, eg from private sector partners or TfGM.*

2. There are competing priorities within the GM local authorities, preventing a joined up, strategic approach.

- Responsibility for delivering EVCI is split across estates, transport and sustainability officers, finance and procurement teams and planning departments.
- *Decision making for delivering EVCI is challenging. This is a common theme across the sector and echoed by industry stakeholders.*

3. Low appetite to partner with the private sector has led to slower progress compared to other densely populated regions.

- Few councils in GM have taken up offers from CPOs to install and operate chargepoints relative to other regions.
- *This is not in line with the policy direction set out by from central government or the trend across other local authorities.*

4. There is limited funding available for local authorities to invest directly in EV charging infrastructure.

- Chargepoint operators are able to offer fully funded models if councils can offer long-term leases or partnerships.
- *LAs need clear guidance regarding different options for partnering with the private sector.*

5. Uncertainty over long-term urban development is creating a reluctance to install chargepoints on council-owned land.

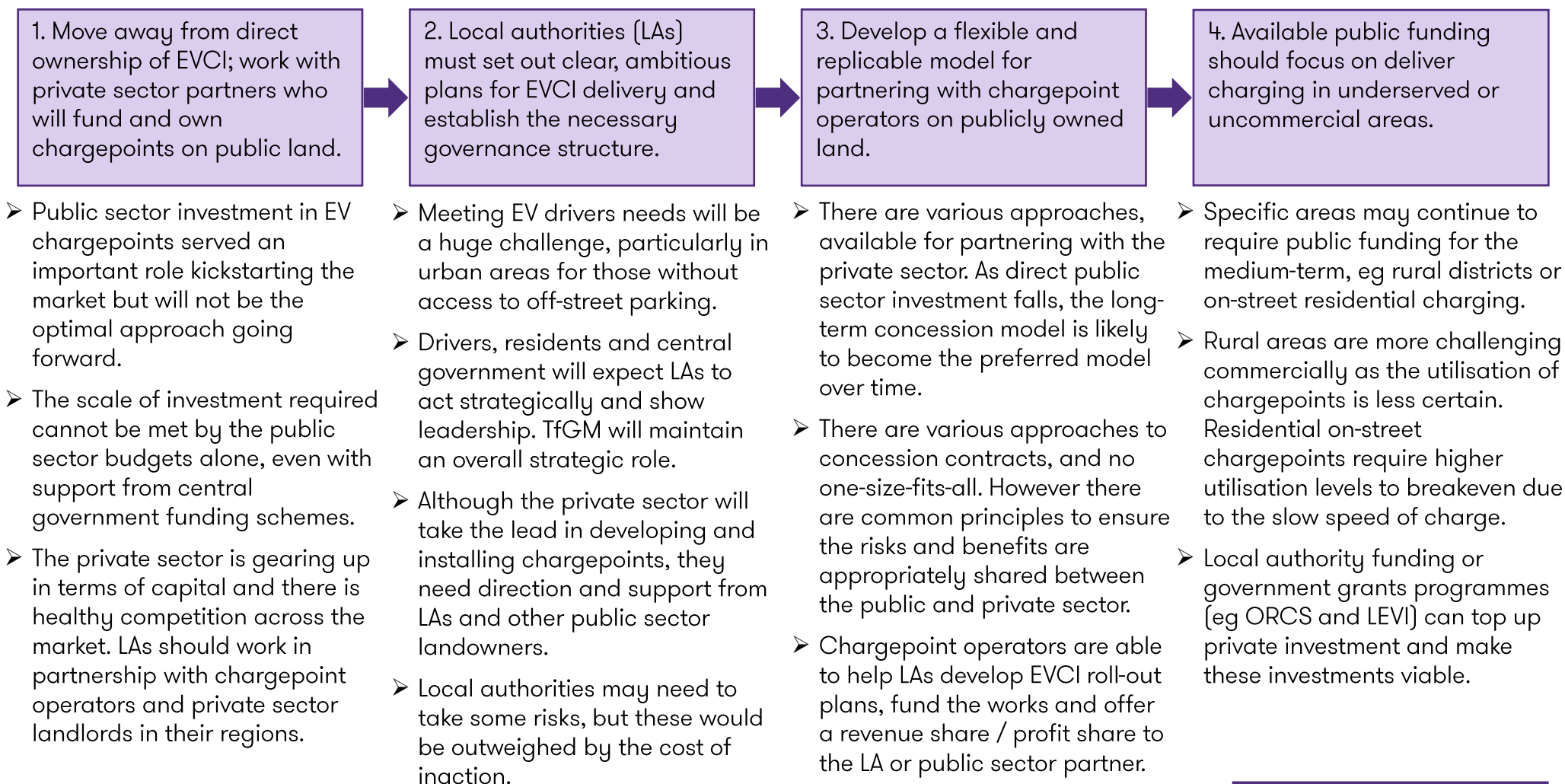
- Councils have to consider the pros / cons of different development options, particularly in commercially attractive areas. Chargepoint operators often require long-term leases to recoup costs, which some LAs are uncomfortable with.
- *Advice is needed regarding the risk/benefits of installing EVCI on public sector assets.*

6. Overall, GM is lagging behind in terms of number of chargepoints per capita compared to other local authorities.

- GM was initially a leader with its investment in publicly owned chargepoints, however other regions have overtaken GM and most GM LAs are now in the bottom 20% of chargers per capita.
- *This represents an opportunity as GM LAs can benefit from recent learnings across the UK in their next delivery phase.*

The strategic direction for EV charging delivery in GM

We set out below our overall suggested strategic direction for delivery of EV charging infrastructure (EVCI) in Greater Manchester.



Our recommendations: Immediate actions

We have set out 11 specific recommendations for TfGM and Greater Manchester local authorities regarding their future role in delivering EVCI. The recommendations are split between immediate, short term (0-2 years) and medium-term actions (2-5 years).

#	Recommendation	Description	Timeline
1	The lead role in delivering EVCI should be devolved to GM LAs to help progress the transition in a way that meets the differing needs across the regions.	In line with instruction from the Secretary of State, all LAs should commit to a clear set of actions, including an approach and timescale for partnering with private sector partners on identified publicly owned sites. Without this there is a risk that some LAs fall further behind the national and regional pace. TfGM and Greater Manchester Combined Authority should support LAs with overall strategic direction but cannot fulfil this role on their behalf.	Immediate action
2	Each GM LA should establish a cross-departmental EV charging steering group, with sufficient seniority and breadth for holistic decision making. Some have already done this.	EV uptake and charging demand is forecast to increase rapidly over the next 5-10 years. LAs need governance structures in place that support efficient decision-making and action in line with regional strategies and with national ambitions for EVCI delivery. This will support Recommendation 1 above.	Immediate action
3	GM LAs should agree an initial list of “low regrets” sites for near-term chargepoint roll-out on publicly owned land and public highways.	An initial tranche of publicly owned sites should have charging facilities installed as soon as possible. We understand existing work has been done to identify potential sites. Those with competing development priorities or other uncertain future should be excluded from this initial wave and considered in future longer-term plans.	Immediate action
4	Each GM LA should develop a strategy for partnering with a private sector CPO(s) to help deliver chargepoints on publicly owned land and public highways.	A range of commercial models exist for public-private partnerships in EV charging. Each LA needs to determine the appropriate procurement / tendering approach for their organisation to partner with a CPO. LAs may wish to collaborate with other GM LAs to achieve scale and efficiency. New models are developed frequently and continue to evolve; there is unlikely to be a one-size-fits-all approach for each GM LA.	Immediate action

Our recommendations: Short-term actions

#	Recommendation	Description	Timeline
5	Following Recommendations 3 and 4, each GM LA should partner with a private sector CPO(s) partner(s) to deliver EVCI on publicly owned land and public highways.	An initial tranche of low-regrets LA-owned sites should have EVCI assets installed as soon as possible, with a combination of rapid and fast chargers to suit the needs of residents/drivers at each site. The approach to working with a CPO(s) can include site-by-site leasing or a long-term strategic partnership for delivery of a wider programme across the region.	Short-term action (0-2 years)
6	TfGM should partner with chargepoint operators for delivery of EVCI at park-and-ride sites, Metrolink stations and other sites.	This should be a combination of rapid and fast chargers, based on dwell times and customer profiles at each site. This would have no up-front or operational cost to TfGM; overall it should generate a small fixed or variable rent depending on the model.	Short-term action (0-2 years)
7	GM LAs should reconsider the position regarding on-street charging in the EVCI strategy. It should be included in EVCI delivery programmes where suitable.	Drivers are likely to continue to request on-street charging where they do not have off-street parking, as demonstrated in consumer surveys. Government has stated a clear policy objective to support this and funding programmes are likely to continue focusing on this area.	Short-term action (0-2 years)
8	Greater Manchester Combined Authority (GMCA) should establish a model to distribute any available funding from City Regional Sustainable Transport Scheme (CRSTS) scheme to LAs, which they could use to crowd-in private investment for EVCI roll-out.	Our understanding is that GMCA has available CRSTS funding which has been earmarked for spending on EV charging. In line with our overall strategic recommendations, public funding should help ensure coverage of all regions or market segments that would otherwise be uncommercial (such as in rural areas or on-street residential charging). GM LAs could employ their portion of available CRSTS funding to make private sector investment go further.	Short-term action (0-2 years)
9	GM LAs should work with a CPO partner(s) to consider future LA-led bids for grant funding from the Office for Zero Emission Vehicles (OZEV)	CPOs can support local authorities to develop and draft bids for OZEV grant funding such as the ORCS or LEVI fund. GM public bodies should continue to monitor how OZEV and their delivery body Energy Savings Trust develop these funds, to determine whether suitable for their areas. Any grant funding needs should form part of local EVCI delivery plans, which CPO partner(s) can input to.	Short-term action (0-2 years)

Our recommendations: Medium-term actions

#	Recommendation	Description	Timeline
10	LAs should work in partnership with CPO partners to develop long-term, large-scale plans to deliver EVCI on publicly owned sites.	Each LA should work with a CPO partner(s) to develop longer lists of viable sites for EVCI. For sites that are viable for EVCI but where there is a competing use case or uncertainty regarding future development, the LA steering group should decide whether to progress with EVCI deliver on this site based on the costs/benefits of the development opportunity, weighed up against the risk of failing to delivery adequate EVCI (see Recommendation 2). LAs should take an iterative approach, working through an initial tranche of low-regrets sites and incorporating additional sites when visibility improves.	Medium-term action (2-5 years)
11	The Greater Manchester EVCI strategy to be reviewed against ongoing market developments during the upcoming transitional period to EV adoption.	The next five years is a key transitional period for EV uptake. A better understanding is likely to emerge regarding EV charging demand as more information regarding driver behaviours and investor approaches becomes available. A review point should be considered for the EVCI strategy in 2025/2026 to ensure the priorities and objectives remain relevant.	Medium-term action (2-5 years)

Our recommendations

1. The role of local authorities in EVCI delivery

In the below section we set out our 11 recommendations further. These have been developed in collaboration with TfGM.

Immediate actions

Short-term action (0-2 years)

Medium-term action (2-5 years)

Recommendation 1: The lead role in delivering EVCI should be devolved to GM LAs to help progress the transition in a way that meets the differing needs across the regions.

- In a letter to local authority Chief Executives in England dated 8 June 2022, Secretary of State Grant Shapps reiterated the “the importance of local authorities’ leadership and action” to meet the country’s EV charging infrastructure ambitions.
- Many local authorities do not appreciate the key position they will have in delivering EV charging. They have a role as landowners, planning authorities and highways authorities. Their role will be critical to facilitate the upcoming wave of EV buyers between now and 2030.
- All LAs should commit to a clear set of actions, including an approach and timescale for partnering with private sector partners on identified publicly owned sites. Without this there is a risk that some LAs fall even further behind the national and regional pace.
- Historically, TfGM and GMCA have provided significant support to GM local authorities to deliver EVCI. We recommend that some of this support continues but it is important that LA leadership recognises their central role in the EV transition. TfGM and GMCA should still maintain a strategic and directive role in the EVCI roll-out but on-the-ground delivery should be the responsibility of the GM local authorities.
- Going forward, much of the hands-on work and capital funding can be managed by the private sector. More LA resource will be needed over the next 2-5 year transitional period but less will be required in the long term.
- There is a general perception from the chargepoint operator market that local authorities can struggle to make decisions regarding EVCI and/or project plans are aborted for various reasons eg lack of senior buy-in, lack of market-testing that leads to unrealistic commercial terms. Various parties offer support to LAs on delivering EV charging, eg the Energy Saving Trust, who manage the ORCS and LEVI schemes on behalf of OZEV.
- Collaboration between GM local authorities could help to manage resource constraints. GM LAs with similar strategies could save administrative costs by running joint procurements/tenders and having a single contract which is jointly managed.
- Some local authorities in GM have begun planning the next phase of their infrastructure roll-out, but these are largely at an early stage and are sometimes hampered by competing priorities.

Our recommendations

2. Steering groups for strategic decision-making

Immediate actions

Short-term action (0-2 years)

Medium-term action (2-5 years)

Recommendation 2: Each GM LA should establish a cross-departmental EVCI steering group, with sufficient seniority and breadth for holistic decision making. Some have already done this.

- EV uptake and charging demand is forecast to increase exponentially over the next five years. LAs need governance structures in place that support efficient decision-making and action in line with regional strategies and national ambitions. This will support Recommendation 1.
- A multi-disciplinary steering group within each LA would allow project plans, site selection recommendations and delivery strategies to be considered against competing priorities across the organisation.
- Steering groups would ideally be chaired by suitably senior staff member. The group should include representatives from each LA function with an interest in EV charging infrastructure, eg net zero / sustainability team, finance, commercial / procurement, estates, highways, planning and development. This would ensure the group can consider the various trade-offs (eg opportunity costs of installing EV chargers in public car parks) and make decisions that are best for the council and residents as a whole.
- EV project leads would bring project proposals to the steering group for approval, and go to the group for strategic direction regarding use of any public funding available. Project officers would report on progress against objectives to the group and raise any challenges or issues on an ad hoc basis that require cross-departmental agreement.
- The steering group could also provide support with common challenges such as planning permission and TROs.
- A standing optional invitation should be sent to EV leads at TfGM and GMCA to provide advice on potential areas of collaboration across LAs and ensure consistent approaches are considered where appropriate.

Our recommendations

3. Selection of low-regrets publicly-owned sites

Immediate actions

Short-term action (0-2 years)

Medium-term action (2-5 years)

Recommendation 3: GM LAs should agree a list of “low regrets” sites for near-term chargepoint roll-out on publicly-owned land and public highways.

- Local authorities should take a view on an initial tranche of publicly owned sites for a chargepoint roll-out programme. Existing work has identified a list of LA-owned sites that are suitable candidates for EV charging facilities, eg the work done by GMCA on the Local Area Energy Plans (LAEPs).
- Most LAs in GM are yet to take action to install chargepoints on their sites. Some GM LAs are progressing with roll-out of EV chargers, having begun the process of partnering with chargepoint operators, but these are at an early stage.
- The focus for an initial tranche of sites for EV charger installation should be those where the likelihood of future development is low, or car parks that are seldom at full occupancy, reducing the opportunity cost. This will make it easier to achieve cross-departmental agreement for the initial list. Sites which are considered highly attractive from the private sector partner perspective can be grouped with sites that are less attractive in order to ensure suitable coverage and overall appeal to private sector partners.
- This list of sites should be taken to the LA's EVCI steering group for decision.
- Some LA-owned sites may represent a future redevelopment opportunity and may not be suitable for the initial wave of chargepoint roll-out. A balance must be struck and uncertain sites should be taken to the LA's EVCI steering group for a view. If too uncertain for investment of EV chargers now, the site can be considered as part of a longer-term roll-out plan.
- LAs may wish to consider procuring a strategic CPO partner before selecting the list of sites for approval, as the CPO can provide resource and expertise to help select viable sites and advise on charging strategies.

Our recommendations

4. Local authority strategies for partnering with CPO(s)

Immediate actions

Short-term action (0-2 years)

Medium-term action (2-5 years)

Recommendation 4: GM LAs should develop a strategy for partnering with a private sector CPO(s) to help deliver EVCI on publicly owned land and public highways.

- Each LA should determine an appropriate commercial approach for their organisation to partner with a CPO(s). This could involve a tendering approach, reviewing available procurement frameworks, contractual terms, etc. LAs may wish to collaborate with other GM LAs to achieve scale and efficiency.
- Typical commercial terms between LAs and CPOs are beginning to emerge in the market, eg regarding contract length, risk sharing and revenue sharing. The terms will depend on aspects such as how much capital investment each party is making, who will own the assets, how the revenue shared. A common example is the “cost neutral” model whereby the CPO covers all up-front capital investment and owns, operates and maintains the assets, in exchange for a long-term concession agreement with the council.
- LAs should consider whether they want a long-term “strategic partner” or more focused, defined contracts/leases for specific lots of work. Procuring a strategic partner can provide value as the CPO(s) partner is given more of a role in the overall delivery plan and is more incentivised to achieve overall outputs as opposed to piecemeal investments. Focusing on specific lots/sites can be quicker and simpler. A long-term partner could help achieve an “outcomes” not “outputs” approach, with a focus on meeting the needs of residents/drivers.
- Some local authorities in England & Wales have run open tenders to find a CPO partner, others have used mini-competitions via existing frameworks, or developed their own frameworks. Several local authorities have utilised the Crown Commercial Service (CCS) Vehicle Charging Infrastructure Solutions (VCIS) framework. An open tender process provides the most flexibility/customisation but this requires additional resource and is likely to take longer from start to finish.
- Soft market testing should be carried out prior to starting a procurement process for a CPO partner, to ensure the approach and commercial terms are appealing to potential bidders.

Our recommendations

5. Roll-out of EVCI on LA-owned land and highways

Immediate actions

Short-term action (0-2 years)

Medium-term action (2-5 years)

Recommendation 5: Following Recommendation 4, each GM LA should partner with a private sector CPO partner(s) to deliver EVCI on publicly owned land and public highways.

- As per Recommendation 3 above, a low-regrets list of LA-owned sites should have EVCI assets installed as soon as possible, with a combination of rapid and fast chargers to suit the needs of residents and drivers and the specifics of each site.
- A CPO partner should be procured or appointed to fund the investment and own / operate the assets. This “cost neutral” approach should be viable in each LA area provided CPOs are engaged and market testing is carried out such that the sites selected are commercially viable at an overall portfolio level and that the contract terms being offered are attractive.
- We would expect most CPOs to be able to fund, install and operate EVCI on a portfolio of viable sites in GM LA regions and offer a revenue share to the council and potentially fixed annual bay rentals, depending on the site. The revenue share may not result in immediate returns to the LA, rather it may take a few years for chargepoint utilisation to increase and/or for revenue sharing terms to be triggered.
- The approach to working with a CPO can include site-by-site leasing or a long-term strategic partnership for delivery of a wider programme across the region. If procuring a long-term strategic partner, it may be preferable to procure the CPO partner before selecting the list of sites, in order to collaborate with the CPO and use their resource and expertise. However, the risk of procuring a CPO first and then beginning to select sites is that additional development time is added in negotiating and agreeing site selection with the CPO, and failing to deliver chargepoints at pace. Ideally, if the local authority has done work to select an initial tranche of sites, this should be progressed, otherwise a strategic CPO partner can help to develop this.
- More CPOs will be able to offer a fully-funded model for rapid charging, which is typically considered more commercially viable. However, recently some CPOs have begun offering fully-funded or part-funded models for fast and on-street residential charging. Taking a portfolio approach can help improve the business case for on-street residential charging, ie pursuing a combination of rapid, ultra-rapid, and fast / on-street chargers across different sites.
- A number of different contracts may be required for a given region, depending on the needs of residents/drivers.

Our recommendations

6. Roll-out of EV chargepoints on TfGM-owned sites

Immediate actions

Short-term action (0-2 years)

Medium-term action (2-5 years)

Recommendation 6: TfGM should partner with chargepoint operators for delivery of EVCI at park-and-ride sites, Metrolink stations and other sites.

- TfGM-owned land such as park-and-ride, and car parks at Metrolink and other locations are potentially highly attractive sites for chargepoint operators as they see high turnover of drivers and driver profiles are relatively predictable. Procuring or appointing a CPO to fund a large-scale roll-out of chargepoints at these sites could provide significant utility to drivers as well as a long-term financial return to TfGM.
- We would recommend that the type of charger installed on each site is based on the driver profiles and dwell times on those sites. For example, park-and-ride sites may be best served by a combination of fast chargers (for commuters who park for whole or half days) and ultra-rapid chargers (for drivers who are dropping off / picking up or seeking en-route charging).
- The fully-funded model offered by most CPOs typically pay a revenue share to the public sector or other land owner. Such revenue share arrangements may not begin providing a return to immediately. They may take several years for chargepoint utilisation to increase sufficiently to trigger revenue sharing. Some CPOs may also offer a fixed annual bay rental fee.
- There may be an opportunity at Metrolink sites for EV chargers to be powered when no train is in the station. It may be possible to secure significant power for ultra-rapid chargers with limited grid upgrades, eg if a battery system could be installed. TfGM may wish to work with a CPO or technical adviser to explore whether this approach would have commercial benefit and would be technically feasible, as well as liaising with the local distribution network operator (DNO).
- TfGM may need to establish multiple partnerships / contracts over the next 2-5 years to ensure adequate charging facilities at all sites, eg for fast vs rapid/ultra-rapid charging.

Our recommendations

7. The role of on-street residential charging

Immediate actions

Short-term action (0-2 years)

Medium-term action (2-5 years)

Recommendation 7: GM LAs should consider the role of on-street residential charging in their regions. It should be included in EVCI delivery programmes where it is an appropriate solution in that area.

- The Greater Manchester EVCI strategy favours local authorities should consider providing on-street residential charging, where legal restrictions or health and safety concerns do not forbid it.
- Surveys show that both existing EV drivers and non-EV drivers state a preference for on-street residential charging, both those with and those without access to off-street parking. This was shown in recent survey reports by Britain Thinks in 2022. OZEV has stated a clear policy objective to support on-street charging for similar reasons, and funding programmes are likely to continue focusing on this area.
- Although more commercially challenging than rapid charging/charging hubs, the commercial case for on-street residential charging is improving and some CPOs have begun offering cost-neutral solutions for LAs (in combination with OZEV grant funding).
- Some LAs are also concerned about creating conflicts between residents who compete for use of specific on-street chargepoints, for example if a CP is installed outside a residents' home they may claim ownership and forbid others from using it (an existing issue in residential parking). CPOs are also conscious of this challenge; some adopt a whole-street approach, installing multiple chargers in close proximity to avoid resident conflicts.
- For lamppost retrofit chargers specifically, there is an additional challenge where the council does not own the lampposts, ie where they were procured via a PFI contract. Where a local authority encounters this challenge we would recommend communicating with the lamppost PFI contractor to determine if a solution can be achieved.

Our recommendations

8. Use of CRSTS funding for EVCI roll-out

Immediate actions

Short-term action (0-2 years)

Medium-term action (2-5 years)

Recommendation 8: GMCA should establish a model to distribute any available CRSTS funding to LAs, which they could use to crowd-in private capital for EVCI and support investment in hard-to-reach areas.

- TfGM has funding that may be available from the City Region Sustainable Transport Settlements (CRSTS) scheme to spend on EVCI in Greater Manchester. GMCA will need to determine the appropriate model for distributing these funds.
- Due to LA resource constraints, we do not recommend requiring LAs to apply for the funding, unless the application process is very light-touch. It may be appropriate to distribute the funding with a set of “requirements”, eg the LA must set out how it plans to progress EVCI roll-out, how it will partner with the private sector, delivery timeline, etc.
- We do not recommend that new funding is used to install further publicly owned EVCI. Instead we recommend more strategic use of the funding to crowd-in private sector investment, broadening the reach of charging facilities across the region or improving commercial terms with private sector partners. Available CRSTS funding could be used to part-fund projects in partnership with private sector CPO partners, this is sometimes referred to as a “joint venture” or “JV” model.
- Part-funding projects could help ensure coverage of otherwise uncommercial regions or market segments and make private investment go further, eg for on-street residential charging (which is less commercially attractive), funding expensive grid upgrades, or expand charging in areas with lower EV uptake. Partially subsidising a privately-financed roll-out could also be used to achieve more favourable commercial terms with CPO partners, depending on the local authority’s needs.
- The funding could also allow the council to retain ownership of the below-ground infrastructure whilst the CPO owns the above-ground charging units. Retaining ownership of the below-ground infrastructure makes it easier and more cost effective to make future upgrades to the charging units, either at the end of their technical life or to transition to a new chargepoint provider.

Our recommendations

9. Develop a bid for ORCS or LEVI funding

Immediate actions

Short-term action (0-2 years)

Medium-term action (2-5 years)

Recommendation 9: GM LAs should work with their CPO partner(s) to consider future LA-led bids for OZEV grant funding, eg from the On-Street Residential Charging Scheme (ORCS) or the Local EV Infrastructure (LEVI) fund.

- CPO partners can help develop plans and draft applications for OZEV and upcoming LEVI funding. Where required they can provide the remainder of match-funding.
- ORCS provides grant funding to LAs to help install on-street residential chargers, particularly where residents have limited access to off-street parking. The scheme began in 2019 and has generally been viewed as a success. It provides up to 60% of capital costs or GBP 7,500 per charger (or up to GBP 13,000 where grid connection costs are particularly high). The remaining 40% of capital costs can be funded by the private sector, or by the LA. If funded by the LA, OZEV expects them to retain ownership of the chargers. There is no maximum or minimum funding size. Funding of GBP 20 million has been allocated for 2022/23. LAs tend to partner with CPOs to develop plans and write applications. Applications for 2022/23 funding can be submitted at any point prior to 31 March 2023, however projects must be completed by 31 March 2024, therefore only plans that are relatively well-progressed should be put forward.
- The GBP 450 million LEVI fund will help LAs fund large-scale EV charging infrastructure roll-out programmes. It differs from ORCS in that it seeks to fund “strategic” local EV projects, with more flexibility on (eg) locations, charger speeds and private sector involvement. The pilot programme has recently closed and the full fund is expected to launch in 2023. The scheme will be available to LAs in England, or partnerships led by an LA. The scheme encourages projects that crowd-in private sector capital and large-scale projects of >GBP 1 million, therefore applicants may involve Combined Authorities or LA partnerships. It is expected that more than half of local authorities in England could receive funding.
- The LEVI fund is expected to be available from 2023 to 2024/25. To take advantage of this funding LAs will likely need to have a CPO partner in place within the next 12 months.
- OZEV has announced that GBP 50 million of the LEVI fund will be used to support LA resource for managing and delivering EVCI. At the time of writing, OZEV’s latest guidance was that further details for how to access this funding would be made available soon.

Our recommendations

10. Long-term delivery plan for LA-owned sites

Immediate actions

Short-term action (0-2 years)

Medium-term action (2-5 years)

Recommendation 10: LAs should work in partnership with CPO partners to develop long-term, large-scale plans to deliver EVCI on publicly owned sites.

- Once a CPO partner(s) has been procured and an initial tranche of EV chargepoint roll-out is underway, LAs should work with their CPO partner to develop a plan for wider scale EV roll-out on their sites.
- Focusing initially on low-regrets sites will allow LAs to gain experience, gather data, and take time to consider the various trade-offs for their longer list of viable sites for EVCI. Long-term roll out plans should be developed in collaboration with their CPO partner.
- After an initial tranche of low-regrets sites have been addressed, local authorities should develop long-term roll-out plans in collaboration with their CPO partner(s). Some sites may have competing development opportunities which make it more difficult to decide whether to install chargepoints. For sites that are viable for EVCI but where there is a competing use cases or uncertainty regarding future development, the LA steering group should decide over the costs/benefits of the development opportunity vs. failing to deliver adequate charging facilities. This iterative approach will allow better decision making as visibility improves over time.
- If local authorities are able to move quickly to develop these long-term strategic plans, they may be able to build in an application for LEVI funding, which is expected to be open to applications by the end of 2023 and be available till 2024/25.

Our recommendations

11. Ongoing review of GM EVCI strategy

Immediate actions

Short-term action (0-2 years)

Medium-term action (2-5 years)

Recommendation 11: The GM EVCI strategy should be reviewed against ongoing market developments during key upcoming five-year transitional period.

- The EV charging market is expected to reach a commercial tipping point in the medium-term and over the same period a new wave of EV drivers will emerge. This creates uncertainty over driving / charging habits and preferences.
- In the second half of the decade, GM LAs, TfGM and GMCA should review the GM EVCI strategy and any additional EV strategies developed by GM LAs to ensure they are delivering against the latest known market trends, need of residents. During this time, different commercial models may emerge that are more appealing, or new technologies may become available that (eg) lower cost or provide more flexibility.
- The need for flexibility and adaptiveness should also feed into the approach to working with private sector CPOs. Strategic partnerships should include requirements to meet the needs of residents/drivers, ensuring CPO partners adapt their approach as needed. Long-term leases should have clauses to deal with uncertainty, eg significant technological developments or changes to economic and financial forecasts.
- Lessons will likely be learnt across the sector over the next 5+ years in terms of which investments were value for money, what types of partnerships are beneficial for LAs, drivers' stated preference vs. revealed preference, etc. It is important that during this time, local authorities, government and the private sector review their progress and acknowledge mistakes, in order to adapt and improve the approach going forward into the 2030s, when new sale of new internal combustion engine vehicles will cease.
- We have not made recommendations to TfGM regarding tariff pricing strategies (research question 5), as set out in our initial scope of work. The UK and European wholesale electricity markets have entered a particularly volatile period due to macroeconomic conditions and the impact of the war in Ukraine on global gas prices. In the medium-term, once the UK and global energy market has settled, TfGM may wish to revisit its pricing strategy based on solutions being offered by energy suppliers, eg for dynamic pricing, smart charging or other innovations.

