



EXECUTIVE 12th October 2023

Report Title	Local Electric Vehicle Infrastructure (LEVI) Funding
Report Author	Graeme Kane, Executive Director for Place and Economy (Interim)
Lead Member	Councillor Matthew Binley, Executive Member for Highways, Travel & Assets

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

Appendix A – Proposed Business Case Approach

1. Purpose of Report

- 1.1. The purpose of this report is to outline details of the Local Electric Vehicle Infrastructure (LEVI) capital funding which has been provisionally awarded by Government to North Northamptonshire Council (NNC) and agree the way forward. This funding is for the installation of publicly accessible Electric Vehicle Chargepoints (EVCPs) and supporting residents that do not have access to off-street parking. NNC has been identified in LEVI Tranche 1 which means it must submit its business case to Government on or before 30th November 2023 to proceed.

2. Executive Summary

- 2.1. In support of Government targets to reduce greenhouse gasses, improve air quality, and in response to climate change, the UK is transitioning to electric vehicle (EV) transport, with the sale of new combustion engine vehicles (cars) proposed to be banned from 2035. Local authorities are at the forefront of a

national programme to manage the local delivery of the necessary electric vehicle chargepoint infrastructure to enable this transition, particularly for those residents without access to off-street parking.

- 2.2. NNC declared its own climate and environmental emergency back in 2021. In response to this and government policy, NNC has developed and consulted on its own North Northamptonshire Electric Vehicle Infrastructure Strategy (NNEVI) and has secured Local Electric Vehicle Infrastructure grant (LEVI) in Tranche 1 of the Government's funding programme to ensure that North Northants is well positioned to extend the local electric charging network.
- 2.3. The primary objective of the strategy is to create a blueprint that enables NNC and various stakeholders to develop an electric vehicle infrastructure network which serves the needs of North Northamptonshire residents between now and 2030. It sets out a number of targets including the availability of 250 public EV chargepoints across North Northamptonshire by March 2025. This report seeks delegations for the approval of a final strategy following a consultation which closed on 11th October 2023.
- 2.4. The LEVI funding, which will support the delivery of the strategy, requires NNC to submit a business case to Government for approval before funds can be released. The business case proposals are set out in this report along with the proposed procurement approach to secure a supplier to deliver and maintain the necessary EV chargepoint infrastructure. The aim is to stay ahead of demand to help encourage and give confidence to residents and businesses to switch to EV. Delegations are sought for the approval and submission of the business case and to enter into a supplier delivery contract following a procurement process.

3. Recommendations

- 3.1. It is recommended that the Executive
 - i) Welcome the award for LEVI Capital Funding and identification of North Northamptonshire as a Tranche 1 area
 - ii) Delegate authority to the Executive Member for Highways, Travel & Assets, in consultation with the Executive Directors for Place & Economy and Finance, to agree the submission of a LEVI Business case to Government following the approach set out in this report and the principles outlined in **Appendix A**
 - iii) Subject to Government approval of the LEVI Business Case, delegate authority to Executive Member for Highways, Travel & Assets, in consultation with the Executive Director for Place and Economy and Executive Director for Finance and Performance, to procure a provider to supply, install, operate and maintain a network of publicly available electric vehicle charging points across North Northamptonshire

- iv) Following Government review of the tender process and contract documents, delegate authority to the Executive Member for Highways, Travel & Assets, in consultation with the Executive Director for Place and Economy and Executive Director for Finance and Performance, to agree appointment of a preferred supplier and signing of related contracts and agreements
 - v) Note the recent public consultation on the Council's draft Electric Vehicle Infrastructure Strategy which closed on 11th October 2023
 - vi) Delegate authority to the Executive Member for Highways, Travel & Assets, in consultation with the Executive Member for Climate Change & the Green Environment and the Executive Director for Place & Economy to consider the responses to the recent consultation on the draft strategy and approve the final version for publication
- 3.2. Reason for Recommendations: The recommendations will enable the Council to submit a business case to Government which will secure the provisional LEVI Capital allocation, undertake a procurement process using the capital funding to secure private sector investment to install, operate and manage a publicly accessible EV chargepoint (EVCP) network across North Northamptonshire, and appoint a successful supplier. The recommendations will also enable the council's Electric Vehicle Infrastructure Strategy to be approved following consideration of responses to the recent public consultation.
- 3.3. Alternative Options Considered: There are two main alternatives to the recommended approach. Firstly, the Council could decide to delay submitting a business case beyond 30th November 2023. This would mean that it would be submitted at a later date and NNC would be moved to Tranche 2 rather than Tranche 1. A delayed procurement could place NNC in a more difficult procurement environment as the capacity of Charge Point Operators could be more limited by local authority contracts already awarded elsewhere. Secondly, the Council could decide not to submit a business case. It is likely that this approach would result in the funding allocation being directed to other local authority areas. This would mean that there would be very little opportunity for the Council to attract additional investment to expand the provision of publicly accessible EVCPs beyond areas which are commercially attractive.

4. Report Background

- 4.1 In July 2021, the Council declared a Climate and Environment Emergency. As part of this NNC committed to becoming carbon neutral by 2030. This includes reducing emissions in the local area.
- 4.2 Road traffic currently accounts for a considerable proportion of North Northamptonshire's overall greenhouse gas emissions. By accelerating the switch away from fossil fuelled vehicles, there is an exciting opportunity to reduce emissions, improve air quality, and make a major (and measurable)

contribution towards meeting decarbonisation priorities and targets. However, the transition to battery-powered electric vehicles (EVs) demands a sound infrastructure base to support the charging of vehicles. This means the following:

- Everyone can find and access reliable public chargepoints wherever they live
- Effortless on and off-street charging for private and commercial drivers
- A reliable network of high-powered chargepoints along major roads
- Fairly priced and inclusively designed public charging trusted by consumers
- Market-led roll out for the majority of chargepoints, backed by competition
- Infrastructure seamlessly into the smart energy system
- Continued innovation to meet drivers' needs

4.3 It is estimated that the number of public electric vehicle chargepoints (EVCPs) in the UK needs to increase from about 37,000 currently to up to 720,000 by 2030. This represents a massive step-change and this will vary from place to place.

4.4 Estimates produced by CENEX (an independent centre of excellence for low carbon) indicate that about 2,800 new public chargers need to be installed in North Northamptonshire by 2030. This is over and above those forecast to be installed in homes, workplaces, supermarkets and other private commercial destinations. There are currently 139¹ publicly available devices in North Northamptonshire (note: each device may have more than one connector at different speeds). This corresponds to 38.6 devices per 100,000 population and is lower than the average of 59.9 per 100,000 for the UK.

4.5 Through the Virgin Park and Charge (VPACH) project NNC has been working with Believ (formerly Liberty Charge) to install EVCPs in on-street locations across the area. Sites are secured under licence to Believ for a period of ten years. To date, 56 EVCPs (each with dual-sockets) have been installed at 29 locations across the area including Corby, Desborough, Higham Ferrers, Kettering, Rushden, Thrapston and Wellingborough. Each location serves residents without access to off-street parking. Work is underway which will likely see these numbers increase further. Details of all the locations which are being progressed through the VPACH project are available at the following link: [Electric car chargers | North Northamptonshire Council \(northnorthants.gov.uk\)](https://www.northnorthants.gov.uk/electric-car-chargers)

4.6 Before installing on-street chargepoints, the Council undertakes consultation on the suitability of the proposed sites. This involves both an initial engagement survey with residents and consultation on any associated parking restrictions through the Traffic Regulation Order (TRO) process. As a result, it is possible that some of these may not see EVCPs installed.

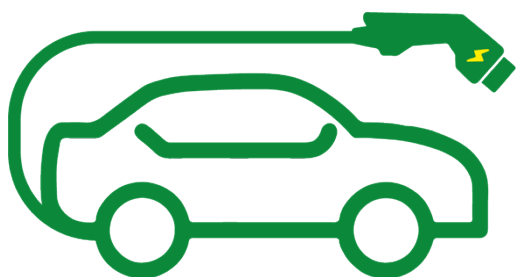
¹ Department for Transport figures at end Quarter 1, 2023

- 4.7 The installation of EVCPs through the VPACH project is expected to be complete by summer 2024.

5. Issues and Choices

Local Electric Vehicle Infrastructure (LEVI) Fund

- 5.1 In March 2023, the Government announced details of the Local Electric Vehicle Infrastructure (LEVI) Fund. The LEVI fund has two objectives:
- Delivering a step-change in the scale of deployment of local, primarily low power, on-street charging infrastructure across England
 - Accelerating commercialisation of, and investment in, the local charging infrastructure sector
- 5.2 The announcement involves a combination of LEVI Capital Funding to support deployment of infrastructure ahead of need, and LEVI Capability Funding to increase local authority resourcing for the planning and delivery of EV infrastructure. There is also a LEVI Support Body to work with local authorities. This includes support from the Energy Saving Trust, and both PA Consulting and CENEX who have been appointed to work with local authorities.
- 5.3 The Council has been allocated £2,895,000 LEVI Capital Funding for the North Northamptonshire Electric Vehicle Infrastructure (NNEVI) project. The primary focus of this funding is to provide solutions for residents without off-street parking. Government expects local authorities to engage the private sector to ensure that the impact of public funding is maximised, private investment is unlocked, and scale in local roll-out achieved.
- 5.4 All upper tier local authorities were asked whether they would like to be in Tranche 1 (FY 2023/24) or Tranche 2 (FY 2024/25) for the LEVI Capital Fund. Following discussion with the Executive Member for Highways, Travel & Assets, The Council expressed an interest to be in Tranche 1. Acceptance in Tranche 1 is dependent on the local authority being able to demonstrate that it has the capability and capacity to manage the LEVI Capital Fund in its area. Also, that it has plans on how the funding could be targeted to meet the intended objectives. Government has confirmed that NNC is in Tranche 1. This means that an application (submission of a Business Case) must be submitted to Government by 30th November 2023.



**NORTH NORTHAMPTONSHIRE
ELECTRIC VEHICLE
INFRASTRUCTURE**

LEVI Business Case

- 5.5. Submission of the business case to Government enables it to assess whether NNC has a good plan for utilising the LEVI Capital Fund. A good case must include the following:
- Strong rationale for chargepoint locations
 - Scaled deployment
 - Value for money
 - Commercial proposition to the market
 - Competitive tender
 - Clear approach to risk management
 - Distribution Network Operator (DNO – electricity operator) and market engagement
- 5.6 During July and August 2023, the Council undertook a period of ‘soft market’ testing. The purpose of this was two-fold. Firstly, it was to alert the market to NNC’s ambitions to increase the availability of EVCPs in the area and intention to be part of LEVI Tranche 1. Secondly, it was to help inform the invitation to tender (ITT), and ensure that NNC is able to offer an attractive proposition to the market. This exercise was also helpful to inform the business case which needs to be submitted in November. Contact has also been made with the DNO (National Grid) to alert them to the upcoming NNEVI project and understand any constraints which could impact on delivery and would need to be considered.
- 5.7 It is proposed that the Council’s business case will be underpinned by the requirements detailed in **Appendix A**. These set out details on funding, procurement route, contract length, infrastructure location focus, accessibility, technical requirements and risk, as well as asset ownership and exit strategy.
- 5.8 These requirements are consistent with the approach proposed by the Government’s LEVI advisory team.

Draft Electric Vehicle Infrastructure Strategy

- 5.9 In August 2023², the Council produced a draft North Northamptonshire Electric Vehicle Infrastructure Strategy. This followed presentations to the Council’s Sustainable Communities Executive Advisory Panel on 24th April 2023 and the Town and Parish Forum meetings on 16th May and 18th May 2023.
- 5.10 The primary objective of the strategy is to create a blueprint that enables the Council and various stakeholders to develop an electric vehicle infrastructure network which serves the needs of North Northamptonshire residents between now and 2030. This includes proposals to:

² <https://northnorthants.citizenspace.com/place-and-economy/nn-draft-ev-infrastructure-strategy/>

- Ensure there is enough provision to provide residents with the confidence that they can switch to an electric vehicle.
- Deliver an extensive charging network in a variety of sites including on-street and in public car parks.
- Look into opportunities to create charging superhubs where large numbers of vehicles can be charged quickly.
- Ensure we are at the forefront of EV charging technology by utilising smart charging technologies.
- Ensure that all new development proposals that generate travel demand will include provision for EV Infrastructure.
- Explore opportunities to deploy electric car clubs and other forms of shared electric transport.
- Deploy EV charging at NNC sites
- Leverage investment from the private sector to ensure that there is sufficient volume of EV charging infrastructure to meet future needs.

5.11 The strategy also identifies key targets. These are:

- 250 publicly available EV Chargepoints (EVCP) available by March 2025
- Deployment of publicly available EVCPs in all twelve North Northamptonshire towns by the end of 2025
- EVCPs available in all suitable NNC car parks by the end of 2026
- 500 publicly available EVCPs by the end of 2027
- NNC's fleet will transition to EVs for all vehicles below 7.5t by the end of 2028³
- At least 80% of residents without off-street parking will be within 250m of a publicly available EVCP by the end of 2029.
- All EVCPs delivered using public funding will have an uptime of at least 95%

5.12 A consultation on the draft strategy was launched on 23rd August and comments were invited up to 11th October 2023. The questions were structured around the policies laid out in the draft strategy. Details of the consultation were shared with the Residents' Panel and Consultation Register databases, all NNC Councillors, town and parish councils, and local MPs. Responses have also been sought from the market, including EV infrastructure businesses, and key local stakeholders.

5.13 While the strategy serves as valuable context for the LEVI Capital Fund's business case, its scope is broader. It outlines an action plan not only for deploying electric vehicle infrastructure, but also for assisting the Council to facilitate a path towards net-zero transport for its residents and businesses.

³ The Heavy Goods Vehicle fleet will be transitioned to other sustainable fuels where EV technology is not suitable or too costly

- 5.14 Comments on the draft Strategy will be reviewed, and a summary report produced. This will be shared with the Executive Member for Highways, Travel & Assets and Executive Member for Climate Change & the Green Environment to enable any amendments to be agreed, and the strategy to be approved.

6. Next Steps

- 6.1 The LEVI Capital Fund application process involves three stages, or 'gateways':
- Expression of Interest
 - Tender Document, Criteria Compliance and Business Case
 - Contract review.
- 6.2 The Council previously submitted an Expression of Interest to be in Tranche 1 and this has now been confirmed. This requires a business case to be submitted to Government by 30th November 2023. Following submission of the Business Case, NNC will be informed by Government if it has been approved, or if further work is required, or clarifications need answering.
- 6.3 Once approval has been secured for the business case, NNC will be able to progress to the procurement stage. Business case approval will also trigger payment of 90% of the capital funding to the Council.
- 6.4 Work is being undertaken to determine the best procurement framework to use. Options being considered include from Crown Commercial Services and also a custom-built framework that has been designed by Oxford City Council. An extensive mapping exercise is underway which pinpoints the locations of residential properties without off-street parking within the area. This will help to ensure the EVCPs are deployed in the most effective manner to bring the greatest benefit to the people who need it most.
- 6.5 It is anticipated that a procurement exercise will be launched in Q1 of 2024/25. Evaluation criteria are currently being drawn up and will take into account a variety of measures including:
- Volume of EVCPs proposed
 - Coverage across the area targeting properties without off-street parking
 - Private / Public investment ratio
- 6.6 Once the procurement process is complete, the contract between the Council and the EVCP operator needs to be ratified by Government. This will enable the final 10% of capital funding to be released to the council.
-

7. Implications (including financial implications)

7.1 Resources, Financial and Transformation

7.1.1. The Council has been allocated £2,895,000 via the LEVI Capital Fund. This will be paid in two stages. Approval of the business case will release 90% of the funding. This is expected by March 2024. The remaining 10% of the allocation will be paid following the procurement process and a review of tender and contract documents. Request for this budget, subject to a successful business case and formal award of the grant, has been included within the Capital Update Report elsewhere on this agenda.

7.1.2. Capital funding will help support the provision and installation of EVCPs alongside funding from the supplier. The supplier will be responsible for providing electricity and all ongoing maintenance, repairs and costs associated with the running of the EVCPs, including replacements if required, for the period of the contract. Any additional costs incurred, including at the purchase and installation stages, will be the responsibility of the supplier.

7.1.3. The Council has been allocated revenue funding through the LEVI Capability Fund. This helps provide the resource to manage the NNEVI project. The key aims of the LEVI Capability Fund are:

- To increase the capacity and capability of every Tier 1 local authority to plan and deliver EVCP infrastructure.
- To enable every Tier 1 local authority to have a published EV strategy
- To enable every Tier 1 local authority to take advantage of the LEVI Capital Fund

7.1.4. The Capability Fund cannot be used for a consultant-led approach, or for consultants unless on an exceptional basis where the local authority has insufficient resource and consultants would lead to a step-change. The Capability Fund is also not eligible for sub-contracting work to Charge Point Operators (CPOs), DNO (power) quotes, or the use of resource funding on any transport or decarbonisation activity that is not related to EV infrastructure.

7.1.5. In summary, the guidance from the Local Support Body is very clear. The Capability Fund is for up-resourcing local authorities, establishing a team, and creating a legacy of knowledge and experience in EV infrastructure. It is expected that any ongoing resourcing beyond the award of Capability Fund will be the responsibility of local authorities. This includes contract management, monitoring and reporting, and other related EV activities.

7.1.6. Similar to the Capital Fund, the Capability Fund involves a three-stage process:

- Allocation offer
- Proposal submission

- Funding award (NNC has received £77,220 to date through the Capability Fund, with a further payment of £175,890 expected in 2023/24, and a final payment of £175,890 in 2024/25)

7.1.7. The Council must report to Government how the Capability Fund is being used to support the NNEVI project and the funds objectives.

7.2 Legal and Governance

7.2.1. The Council has received a formal offer letter from Government confirming the allocations through the LEVI Capital Fund and LEVI Capability Fund. A Memorandum of Understanding is in place between the Government and the Council relating to the LEVI Capability Fund allocation for 2022/23. This sets out the objectives of the funding and requirements on the Council.

7.2.2. NNC will use the LEVI Capital Funding to run a procurement process through an existing framework to select and appoint a supplier to install, operate and manage a network of EVCPs across the area. The framework will have template documents which NNC can use and tailor to its requirements. The NNEVI project team are working closely with NNC procurement and legal officers to help select the framework which best suits its requirements. This work will continue to include drafting the ITT documents, including technical specifications, contract documents and any service level agreements.

7.2.3. Signing the contract will enable NNC to agree sites with the supplier for EVCPs. The supplier will lease the sites where the EVCPs are located covering the contract period.

7.2.4 Works to install the EVCPs will require specific permissions from the highway authority.

7.3 Relevant Policies and Plans

7.3.1. The report and specifically installation of EVCPs supports various Council policies. These specifically include the commitments to 'Safe and Thriving Places' and a 'Green, Sustainable Environment' in the Council's Corporate Plan 2021-25 and the following priorities:

- Help town centres and villages respond to changing trends
- Enable people to travel across North Northamptonshire and beyond
- Demonstrate clear leadership on tackling environmental sustainability
- Work with communities and businesses to tackle climate change and improve air quality
- Promote sustainable, active travel
- Embed low carbon technology, sustained and improved green infrastructure, and sustainable forms of transport fit for the future

7.3.2. The installation of EVCPs also supports the Council’s Carbon Management Plan which was adopted in December 2022 and has the aim for the Council to be carbon neutral by 2030. A key theme of the plan is to encourage the transition to electric vehicles.

7.4 Risk

7.4.1 The principle risks associated with the NNEVI project are highlighted below, together with activities to mitigate their likelihood of occurring and impact.

Risk	Mitigation	Residual Risk (RAG)
Government rejects NNC proposals and funding not secured for the NNEVI project	NNC in regular contact with officials. Expression of Interest has been agreed.	Green
Lack of interest from the market meaning a supplier cannot be appointed	Soft market testing and regular dialogue with the market. Tranche 1 position more favourable market capacity. Attractive ITT	Green
Inability to identify suitable sites to enable residents without off-street parking to access EVCPs close to where they live	Mapping underway to identify properties without access to off-street parking and potential locations for EVCPs. Collaboration with Highways to facilitate provision	Green
Opposition to specific EVCP sites	Consultation process for the installation of on-street EVCPs will enable local residents and businesses to comment on proposals. Communications will ensure clarity on the rationale for site selection and any decisions.	Amber
Insufficient capacity or capability to manage NNEVI project	Dedicated post created in NNEVI team supported through LEVI Capability Fund	Green
Risk that the cost of the scheme exceeds grant funding available	Terms of the contract will make clear that the grant funding is the maximum public funding available for the	Green

	specified outputs and any additional costs must be met by the supplier	
--	--	--

7.5 Consultation

7.5.1 It is important that the public and stakeholders are fully engaged in the transition to EVs. This requires supplying clear information, communicating effectively, and consulting on proposals.

7.5.2 Consultation will primarily take place at two levels. The strategic level involves widespread consultation on the Council’s draft Electric Vehicle Infrastructure Strategy which was published in August 2023. Details of the consultation have been shared with local town and parish councils and other important stakeholders, and promoted through a press release, social media and other communication channels. There is also a commitment to consult at the local level before sites are confirmed and the installation of EVCPs commences. This includes consultation on any proposed parking restrictions allied to the installation of EVCPs. The aim is to align these local consultations so that residents, businesses and other interested parties have the full picture when commenting on proposals. NNC has also created a portal where residents and businesses can suggest suitable locations for EVCPs.

7.6 Consideration by Executive Advisory Panel

7.6.1 Proposals for the Council’s approach to the LEVI Capital Fund and the draft Electric Vehicle Infrastructure Strategy were presented to, and considered by, the Sustainable Communities Executive Advisory Panel on 24th April 2023. Comments included the potential for EVCPs in town centres to support the local economy by attracting visitors and residents.

7.7 Consideration by Scrutiny

7.7.1 The draft Electric Vehicle Infrastructure Strategy is scheduled for consideration at the Place and Environment Scrutiny Committee meeting on 31st October 2023.

7.8 Equality Implications

7.8.1 An Equality Screening Assessment has been completed for the draft Electric Vehicle Infrastructure Strategy which considered the impact of the proposals on the identified equality groups. This identified no negative impacts.

7.9 Climate and Environment Impact

7.9.1 The Council, having declared a climate change emergency in June 2021, is committed to reducing its climate impact both within its own Council buildings and in working with businesses and the wider community to achieve net zero energy emissions. Road traffic currently accounts for a considerable proportion of North Northamptonshire's overall greenhouse gas emissions, so making the switch to battery EVs is going to be an essential part of the journey towards net-zero.

7.10 Community Impact

7.10.1 The provision of EVCPs, including dedicated parking for EV charging, will help to ensure that communities and residents without access to off-street parking are not left behind in the transition to electric vehicles.

7.11 Crime and Disorder Impact

7.11.1 There are no specific Crime and Disorder impacts associated with the proposals.

8 Background Papers

8.1 Draft North Northamptonshire Electric Vehicle Infrastructure Strategy 2023-30: August 2023

8.2 [North Northamptonshire Electric Vehicle Infrastructure Strategy 2023-2030 \(citizenspace.com\)](https://citizenspace.com)

APPENDIX A: PROPOSED BUSINESS CASE APPROACH

- Primary focus – The main target for LEVI Capital Funding will be delivering charging solutions for residents without access to off-street parking, including a combination of public car park and on-street locations.
- Chargepoint Speed - The majority of the EVCPs installed will be either standard or fast, however, the deployment of rapid chargers will be considered for some sites.
- EVCP locations – The ITT documents will include a list of minimum required public car park sites and information for each of these, with a list of target areas/zones for additional sites and charging outcomes. The ITT documents will also include a change protocol for new sites to be suggested and agreed.
- Funding and procurement value – Subject to final government approvals, £2,985,000 LEVI capital grant will be available for the initial contract award and related phases. However, the procurement value (public funds) will be up to £5,000,000, including £2,015,000 potential additional funding. This provides headroom to enable the council to secure and invest further funds should these become available and without the need to re-procure. This is mindful of the scale of the challenge and the need to expand geographical coverage across the area. The commitment of further public funds to deliver additional phases (beyond the initial value) would be subject to a separate decision through NNC governance processes. Public funds would be used to contribute to the overall capital investment alongside investment by the supplier. Investment committed by the supplier will be an important part of the ITT scoring and evaluation. The intention is that returns generated through the deployment and take-up will be shared between the supplier and NNC. This will be reflective of the public and private investment ratio (capital funds). Revenues generated to NNC would be reinvested in EVCPs or related activities.
- Contract length – The contract length will be 15 years from signature. This is informed by soft market testing and lessons learned by other local authorities. This reflects the need to provide a sufficient term to enable the supplier to recoup their investment and make a return. However, there will be scope to shorten the contract if performance is poor. The contract will include provision for termination if any required improvements are not met. The contract will include the possibility of a short extension of one year to allow for any administrative constraints.
- Procurement route – An existing framework will be used to secure a supplier. Advantages of this approach is that it is familiar to the market, less resource intensive and quicker, whilst still ensuring an open, competitive process.
- Technical specifications for capital works and operations – The supplier will take on all regulatory and technology obsolescence risk.

- Installation programme – Target dates and a longstop date will be set for the EVCP installation programme, and specific phases, to ensure delivery on time. The activation of passive provision by installing charging assets after the programme will be allowed.
- Accessibility and reliability – The contract will include supplier requirements covering accessibility and reliability standards.
- Asset ownership – The supplier will own, maintain and operate the charging assets for the duration of the contract term. At the end of the term the (above ground) charging assets will either be transferred to the council or decommissioned at nil cost to the council. This will be a decision for the council. Local connection assets will be transferred to the council at nil-cost at the end of the contract.
- Renewable energy – the supplier will be required to use renewable sources of energy.
- Tariff administration – The supplier will have full control of the tariffs under an agreed ceiling. This is important to ensure commercial sustainability. A ceiling will be agreed at the beginning of the contract with reference to the total cost of energy. If the supplier exceeds the ceiling in a given period, clawback clauses would apply to that period.
- Wider 'Net-Zero' and sustainability considerations – The ITT will encourage the supplier to support measures which deliver additional benefits including consideration of solar panels and batteries to generate and store electricity, smart charging technologies, promotion, and demand stimulation through EV car clubs, and other activities.
- Exit Strategy – The contract will include a backstop position whereby all sites should be decommissioned and left in an orderly and safe state, unless otherwise agreed.