PROJECT
REPORT

REVEAL

WP3: Report to Strategic Transport Bodies

16th August 2024

Prepared for:

Dan Johnson
Transport East

Prepared by:

Jacob Roberts
Senior Policy & Strategy Consultant

Approved by:

Chris Rimmer
Deputy Head of Department
Energy Systems & Infrastructure

Company Details

Cenex
Holywell Building
Holywell Park
Ashby Road
Loughborough
Leicestershire
LE11 3UZ

Registered in England No. 5371158

Terms and Conditions

Cenex has exercised all reasonable skill and care in the performance of our services and we shall be liable only to the extent we are in breach of such obligation. While the information is provided in good faith, the ideas presented in the report must be subject to further investigation, and take into account other factors not presented here, before being taken forward. Cenex shall not in any circumstances be liable in contract, or otherwise for (a) any loss of investment, loss of contract, loss of production, loss of profits, loss of time or loss of use; and/or (b) any consequential or indirect loss sustained by the client or any third parties.

Document Revisions

No.	Details	Date
1	Initial draft for internal review	13/03/24
2	Draft for client review	18/03/24
3	Improved draft for client review	10/04/24
4	Responses to comments and additional changes	16/05/24
5	Added content from workshop	31/05/24
6	Minor changes and amendments	14/08/24

Contents

Introduction

1.1 Introduction

This short-form report documents the findings of a research exercise into the current status of electric vehicle (EV) adoption and electric vehicle infrastructure (EVI) installation across local transport authorities (LTAs) in the Transport East (TE) and England's Economic Heartland (EEH) Sub-national Transport Body (STB) areas.

This exercise has been undertaken as a component of the Regional Electric Vehicle strategy Evaluations, Action Plans and Learnings (REVEAL) project, which aims to evaluate EV strategies, action plans and progress to support TE/EEH decision-making; and support LTAs to effectively progress with EVI rollout. The exercise builds on previous work to support and accelerate the EV transition by identifying the direction of travel of LTAs, highlighting their strengths and weaknesses, inter- and intra-regional gaps, as well as commonalities and differences in their approach to policy and strategic direction. This report includes cross-region findings and recommendations to help the STBs in ensuring and enabling progress towards the provision of a cohesive, user-centric network.

1.2 Methodology

1.2.1 Data analysis

UK Government data was analysed to determine progress made in the transition to electric road transport. The datasets analysed and their respective outputs are described below.

- [Licensed plug-in vehicles (PiVs) at the end of the quarter by body type, fuel type, keepership (private and company) and upper and lower tier local authority: United Kingdom](#) (accessed March 2024, most recent data Q3 2023)
  - o This data was used to identify the increase in the number of electric vehicles registered in each LTA across the TE and EEH areas.
  - o The dataset covers battery electric vehicles (BEVs), plug-in hybrid electric vehicles (PHEVs) and range-extended electric vehicles (REEVs), which were taken in aggregate during this analysis.
  - o While the dataset covers all vehicle categories (including, for example, heavy goods vehicles and buses), only data for cars and light vans was included in this analysis.
  - o The period of study covers Q3 2022 to Q3 2023.

- [Electric vehicle charging device statistics: January 2024](#) (accessed March 2023, most recent data January 2024)
  - o This data was used to identify the increase in number of EVI units installed in each LTA across the TE and EEH areas
  - o While the dataset provides information on the type of charger and chargers installer per 100,000 population, only the total number of EVI installed was used in this analysis.
  - o The period of study covers Q4 2022 to Q4 2023.

1.2.2 Local Authority Progress

The progress that LTAs have made in delivering local EVI networks has been assessed based on the semi-quantitative scoring system developed by City Science in their [Electric Vehicle Insight Study](#) (ELVIS), previously commissioned by TE and EEH. The scoring system is detailed in Table 4-1, on page 13 of that document, and covers the following seven categories:

| Strategy | Action Plan | Procurement | Partnership & stakeholder engagement | Coverage | Funding | Metrics, monitoring & evaluation |

Cenex reviewed the current status of each LTA by assessing documents submitted as part of the Local Electric Vehicle Infrastructure (LEVI) funding scheme. These documents included Stage 2 Funding Applications for LTAs included within Tranche-1 of LEVI funding allocations, and Expression of Interest submissions for all others. The documents contain up-to-date information on the progress each LTA has made towards delivering EVI, covering each of the categories included in the scoring system proposed in the ELVIS report.

1.2.3 Workshops

Engagement workshops were conducted with the LTAs in the TE and EEH STB regions to gather their perspectives on EVI growth and roll out progress. The sessions each comprised of three discussion points:

1. Growth indicators: Key quantitative indicators were presented to workshops attendees including: annual growth in the number of EVs registered; and electric vehicle charging infrastructure (EVI) installations.

2. Local authority progress: Results of a semi-quantitative assessment of progress made by local authorities to planning and delivering local EVI networks. This exercise repeated the methodology and scoring criteria used in the Electric Vehicle Insights Report, as undertaken by City Science. The assessment was based upon application documents submitted as part of the Local Electric Vehicle Infrastructure (LEVI) funding scheme.

3. SWOT analysis: Identifying the strengths, weaknesses, opportunities and threats associated with the planning and delivery of local EVI networks.

2 Transport East

2.1 Data analysis

2.1.1 Electric Vehicle Registrations

Electric vehicle registrations by local authority
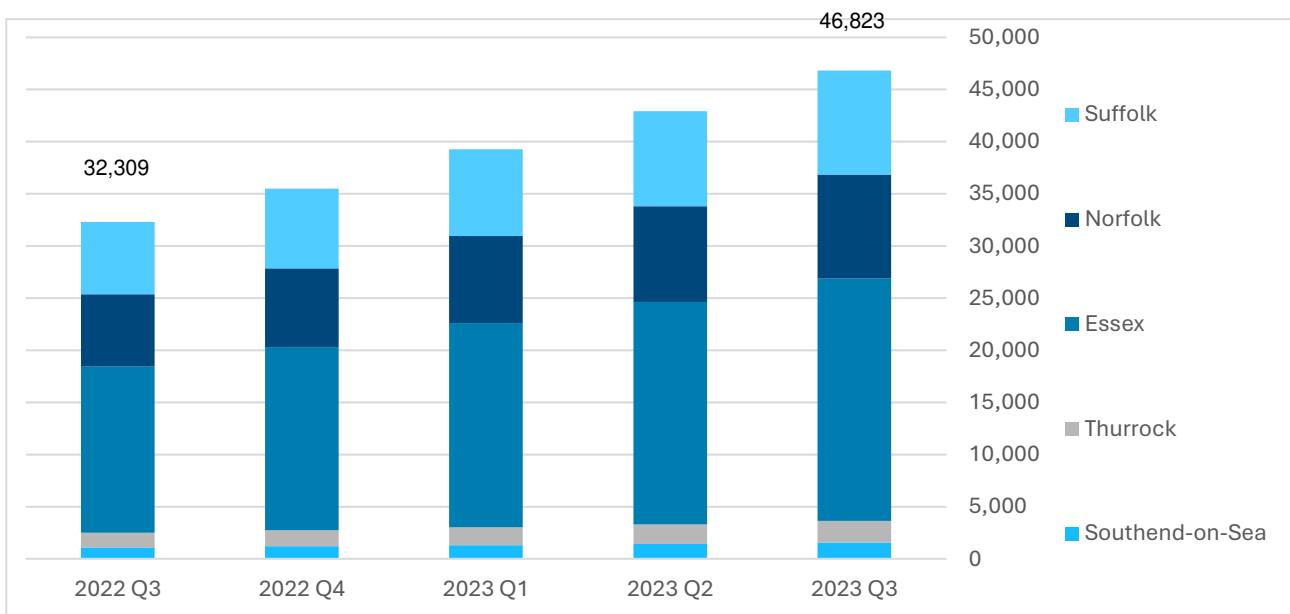
- Between Q3 2022 and Q3 2023, the number of EVs registered in the Transport East (TE) STB region has increased from 32,309 to 46,823.
- This is a year-on-year increase of 14,514 or 45%.

- This rate of growth is slightly behind the national average of 50% over the same period.

Electric vehicle registrations by keepership (private or company vehicles)
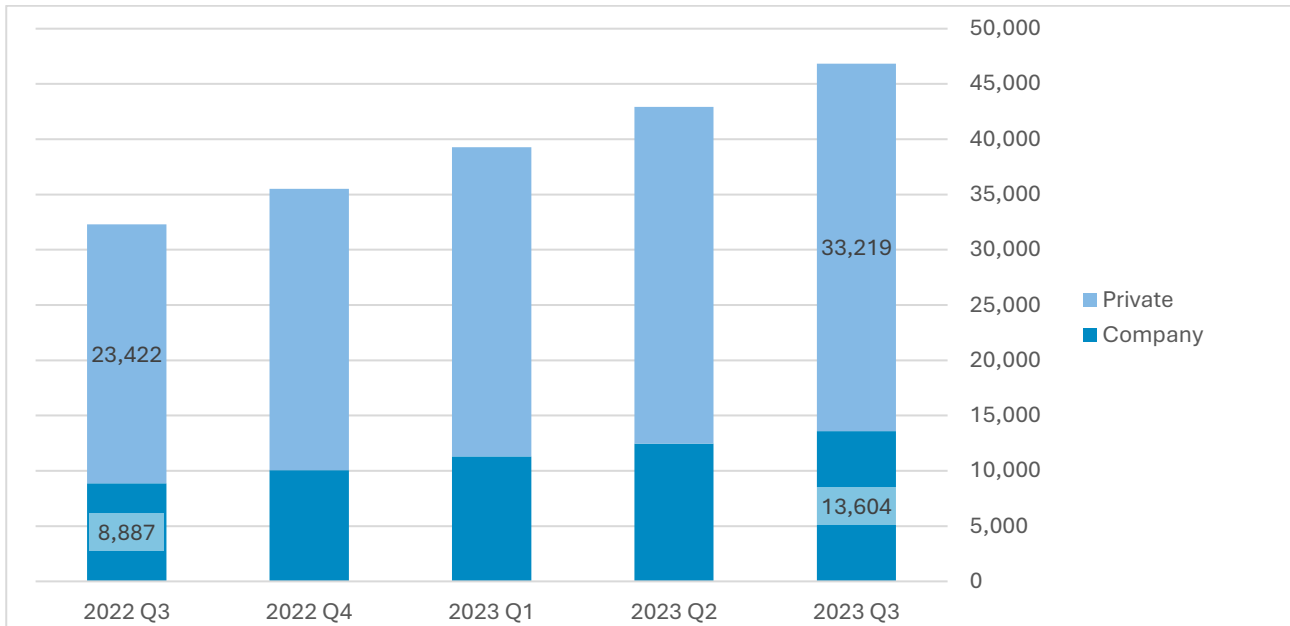
- 71% of EVs registered in the TE STB region are currently registered to private users.

2.1.2   Electric Vehicle Charging Infrastructure Installations

Electric vehicle charging infrastructure installed by local authority
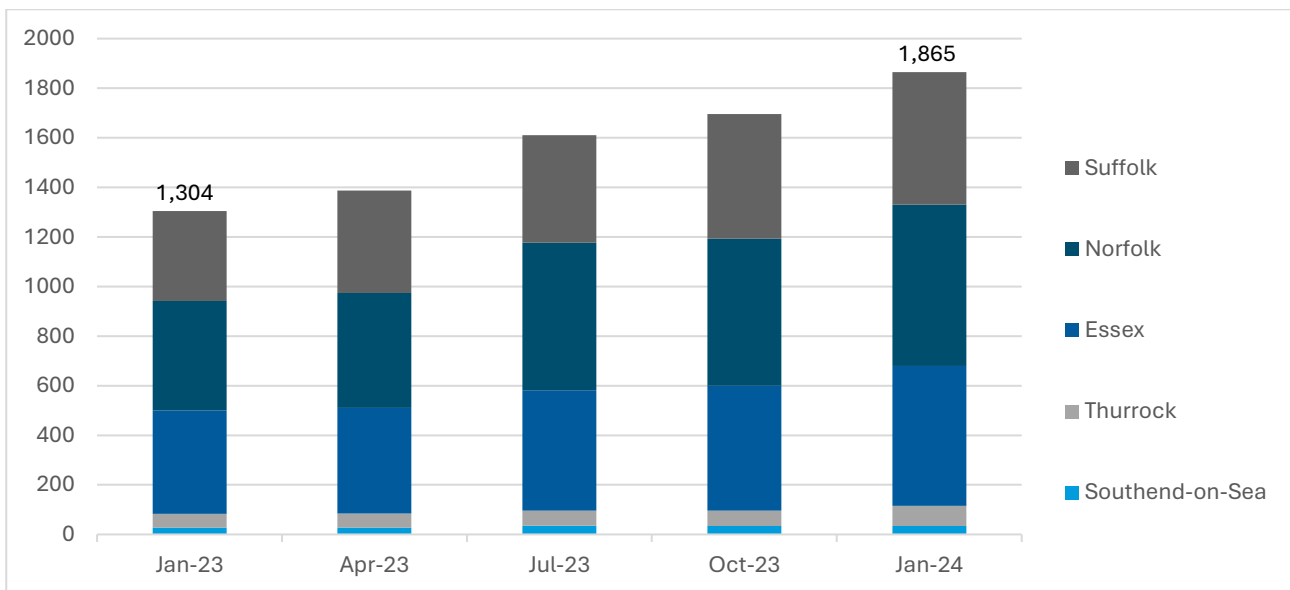
- Between January 2023 and January 2024, EVI installations in the TE region increased from 1,304 to 1,865 sockets.

- This is a year-on-year increase of 561 sockets or 43%.

- This is approximately in-line with the national average of 45%, and above the average excluding London of 38%, over the same period.

2.1.3   Findings from workshop – growth indicators

- LTAs were not surprised by the growth indicators shown above, and attributed this to a lack of private funding and the challenges posed by rural sites not being commercially viable. LTAs plan to address these issues through LEVI.

- Norfolk and Essex receive many tourists that are not captured in the EV registrations data. These users could have an impact on the amount of EVI required across their counties. LTAs would benefit from assistance in tracking visiting EV traffic. This would help to ensure adequate EVI provision for tourists, and potentially benefit local economies.

2.2 Local authority progress

Comparison of progress between 2023 and 2024

- Between 2023 and 2024, LTAs across the TE STB region have made considerable progress in developing local EVI networks, as measured across the seven metrics.

- Particular progress has been made in the areas of action plans, procurement, and building partnerships.
    - This is likely a result of the application process for the LEVI fund, which requires local authorities to propose specific actions, set out their approach to procurement and engage stakeholders.

- The STB could play a coordination role to ensure a consistent and cohesive network by bringing together LTAs to share their experiences and expertise with each other, thereby encouraging a joined-up approach across the region and facilitating inter-LTA knowledge sharing.

Breakdown of scores by category

Chart legend: ☐ Level 1 ☐ Level 2 ☐ Level 3 ☐ Level 4 ☐ Level 5
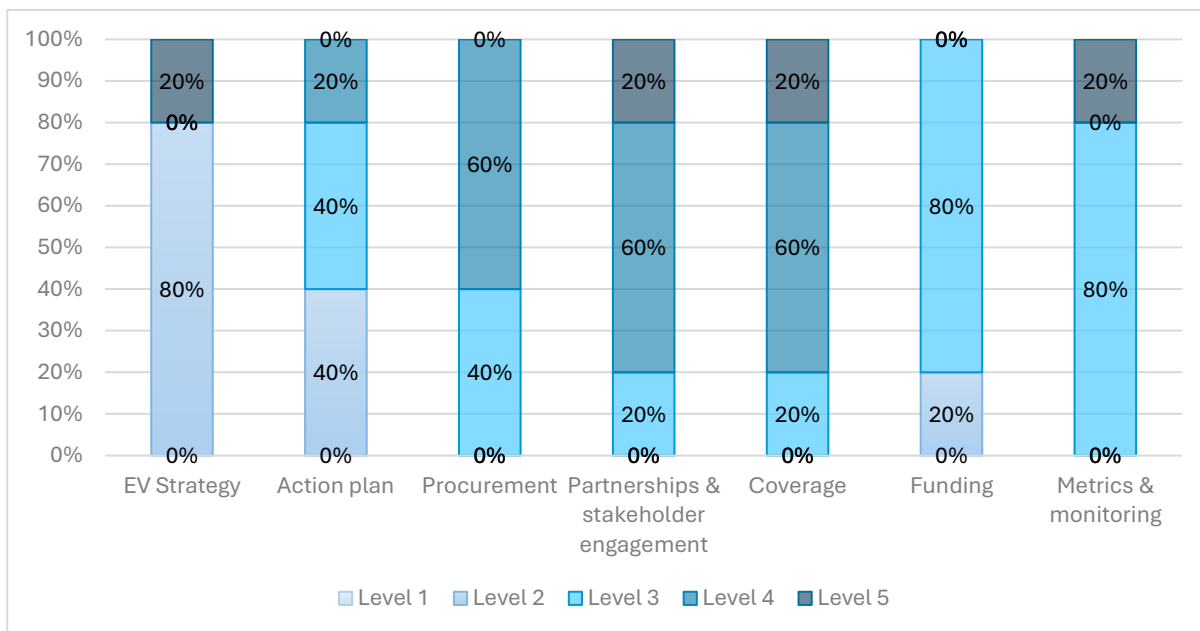
- There is some variation in progress between LTAs in the TE STB region but, across all indices, the majority of local authorities achieve scores of level 3 or 4.

2.2.1 Findings from workshop – local authority progress

- LTAs felt that the scoring criteria and evidence used to produce the updated progress scores does not necessarily reflect LTAs' current positions.

- Across the region, there was a common challenge recruiting and/or developing appropriate human resources and skills, and this was holding back progress.

- Coordination of LTAs by the STB could help improve efficiency and boost progress of EVI roll out. This may also improve cross-boundary EVI network consistency and improve the EV charging user experience across the region.

- Multi-year budgets are needed to make longer term, multi-year plans, which would be needed to achieve higher scores in the "action plan" category. As it stands, this is not possible because the majority of funding committed to EVI network development is limited to a single year.

- There is a concern about negative press, language surrounding EVs, the need for greater public awareness, accurate information, positive news and myth busting. All such things can hold up progress in delivering EVI, as local opposition from residents can result in political opposition in council chambers. This could be addressed in a joined-up approach to communications and awareness raising, potentially led by the STB.

2.3 Results of workshop SWOT analysis

- Weakness: Demand for parking is high in towns with historic street layouts and Victorian terraced housing, and residents feel they have a right to park in front of their house in these areas. There is concern about removing general access to car parking spaces with TROs for EV-only use. This might be another point where public awareness-raising may help.

- Weakness: The rurality of much of the region means there is a lack of locations which lend themselves to major private installations like rapid hubs and there are issues with grid capacity.

- Weakness: Challenges are presented by the legislative framework regarding highways, responsibilities and charging infrastructure is complex, the bureaucracy of local government and a lack of guidance from government (especially regarding cross pavement charging).

- Opportunity: Support for smaller businesses is needed – there are many small businesses in the area who often travel into the ULEZ and would benefit from EV ownership but need support to transition – possibly from larger businesses who have transitioned their fleets.

- Opportunity: There are areas of high EV uptake, especially in Essex and around the M11 and A12 corridor. Furthermore, Suffolk is becoming more Green, politically which may lead to long term opportunities and the EV transition may encourage communities to consider their mobility more generally.

- Opportunity: The region's proximity to London may help the delivery of EV infrastructure, and better EV provision may benefit the local economy because of the draw of tourists to the region. There is also the possibility that working together as an economic region may help the LTAs to promote each other for other purposes like tourism and business.

- Threat: LTAs are experiencing delays at the point of delivery and there is concern that the demands on CPOs will outweigh their capacity.

- Threat: There is concern about funding for the management and maintenance of EVI beyond installation.

- Threat: Negative perspectives in the media, misinformation about EVs, neighbour disputes and EV cost barriers threaten local public support for EV infrastructure, and this can feed into local politics to limit or cause delays to the rollout of EVI.

- Strength: The success of the Plug In Suffolk rural pilot is something to build on.

- Strength: The area is a net contributor to the UK economy, hosts major industrial sites including the port at Felixstowe and there are many other areas of business and industry in the region. This may bring opportunities for private sector funding.

- Strength: There is good potential for knowledge sharing and working together on EVI since Tier 1 and Tier 2 authorities have a good relationship and collaboration between each other, and both Suffolk and Essex County Council have dedicated teams in place to work on EVI.

2.4 Key findings and recommendations

- In most regards, LTAs in the Transport East (TE) STB area have made significant progress between 2023 and 2024 regarding their readiness to plan and deliver local EVI projects.

- The rate of growth in EV adoption across the region, at 45% year-on-year, is only slightly short of the national average of 50% growth.

- Growth in EV adoption is being driven by private vehicle buyers, rather than businesses.

  - Recommendation on private and company car ownership: TE should engage with large fleet operators across the region to determine what support might unlock additional demand for EVs from businesses. This engagement can be measured by tracking the number of fleet operators engaged with and logging actions raised during this engagement. This activity should be reported on roughly annually.

- The rate of growth in EVI installation across the region, at 43% year-on-year, is roughly in line with the national average of 45% growth.

  - Recommendation on tracking growth: Data on EV registrations and EVI installations should be reviewed at quarterly intervals to ensure that progress is maintained. This should be measured through internal reports.

- There is room for improvement in the development of EV and/or EVI strategies.

  - Recommendation to achieve level 4 scores in this category: LTAs should be encouraged and supported to include quantifiable targets, both in terms of delivery of EVI and adoption of EVs, alongside quantifiable outcomes (e.g. emissions reduction).

> o Recommendation to achieve level 5 scores in this category: LTAs should be encouraged to more closely integrate EV and/or EVI strategies into the wider strategies of their local authorities.
>
> o General recommendation: Transport East should monitor the development and delivery of EV and/or EVI strategies across the region, in order to gain a regional view of the aims and outcomes set at a local level and the progress towards achieving them.
>
> o The attainment of these recommendations can be measured by conducting reviews of LTA strategy documents during draft stage (i.e. prior to publication) and recording whether or not the recommended additions have been included.

3 England's Economic Heartland

3.1 Data analysis
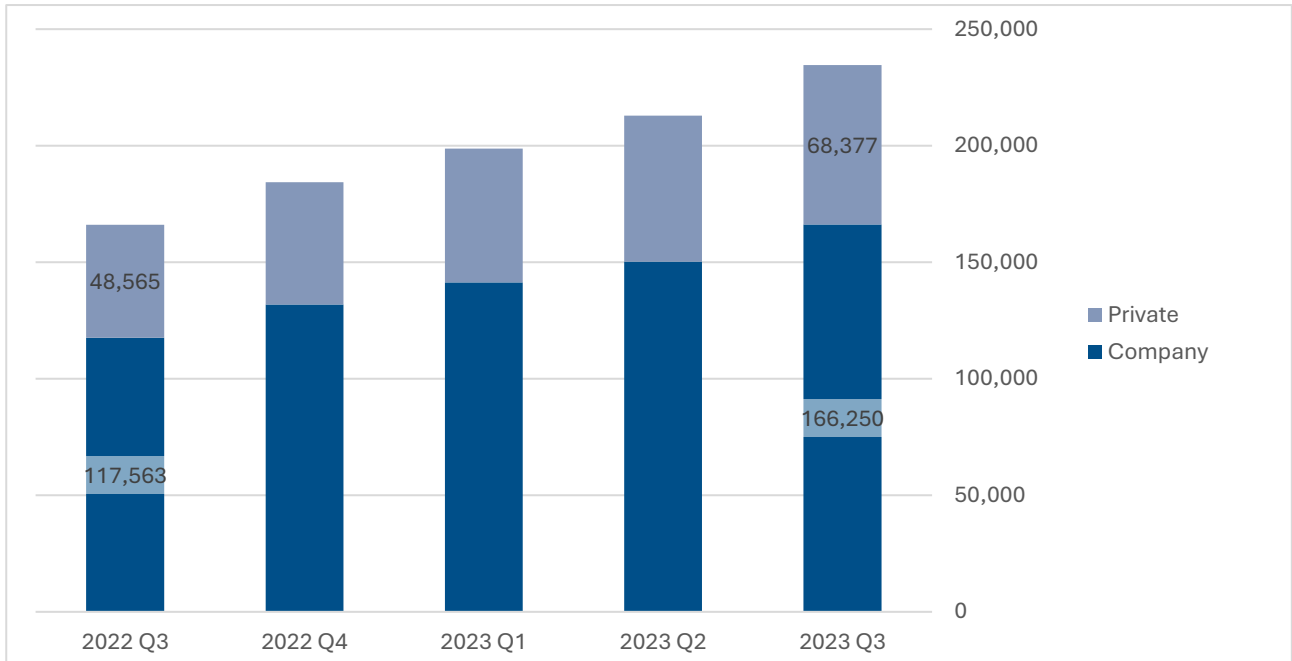
3.1.1 Electric Vehicle Registrations
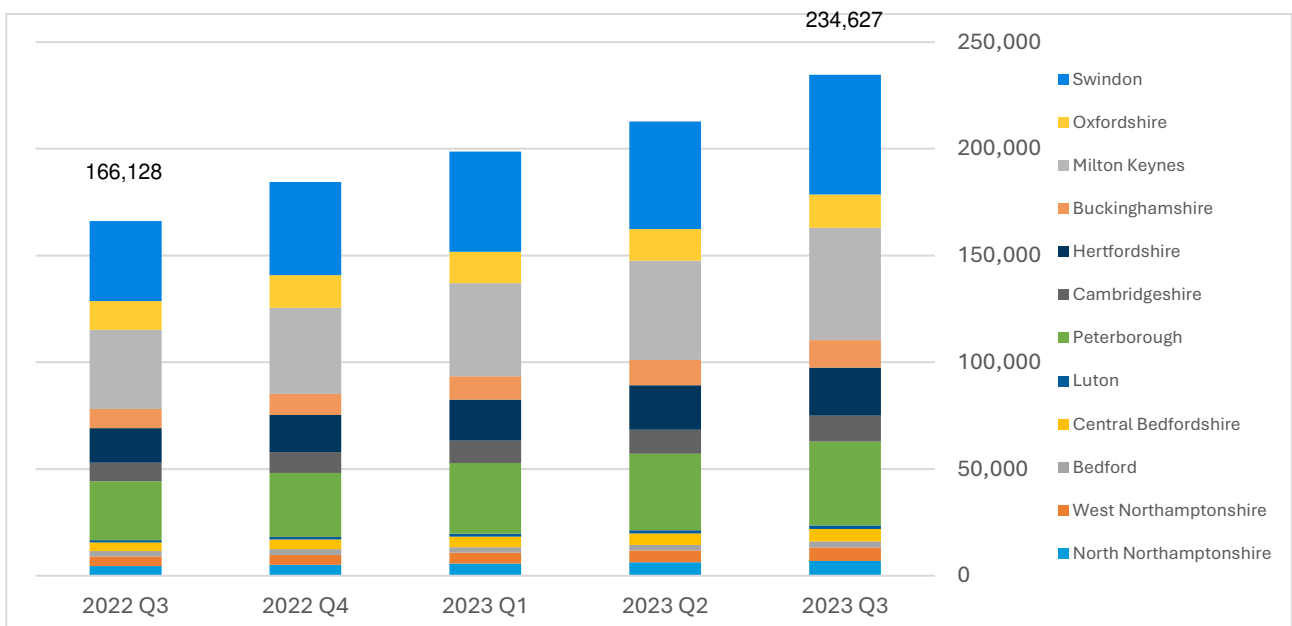
Electric vehicle registrations by local authority

- Between Q3 2022 and Q3 2023, the number of EVs registered in the England's Economic Heartland STB region has increased from 166,128 to 234,627.

- This is a year-on-year increase of 68,499 or 41%.

- This rate of growth is slightly behind the UK national average of 50% over the same period.

Electric vehicle registrations by keepership (private or company vehicles)

- 29% of EVs registered in the England's Economic Heartland (EEH) STB region are registered to private users.

3.1.2 Electric Vehicle Charging Infrastructure Installations

Electric vehicle charging infrastructure installed by local authority
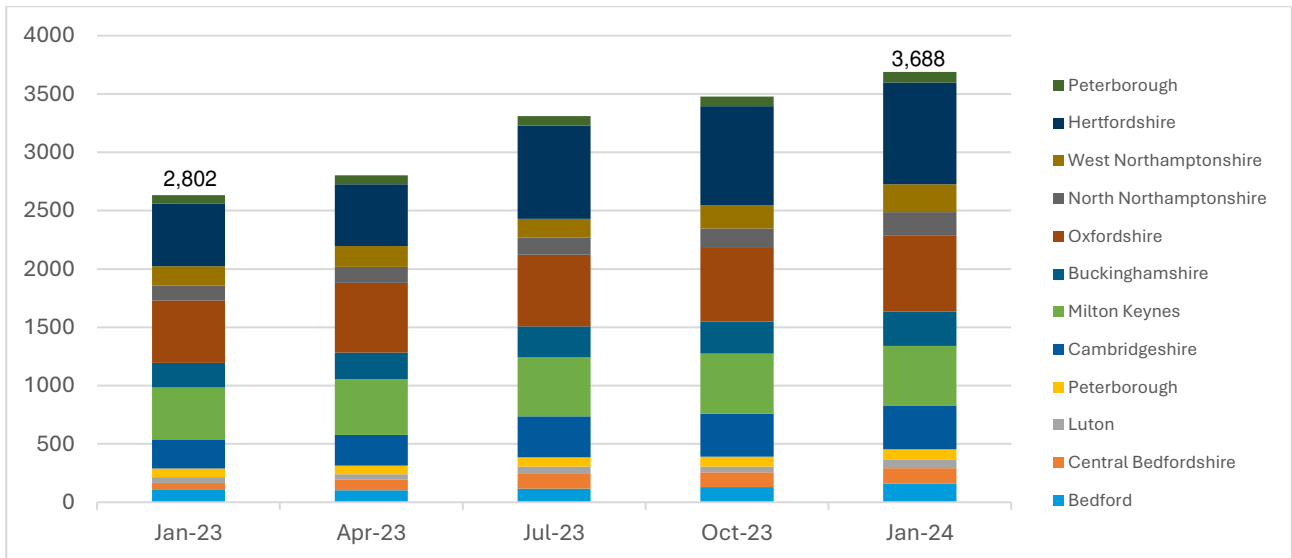
- Between January 2023 and January 2024, EVI installations in the England's Economic Heartland STB Region increased from 2,802 to 3,688 sockets.

- This is a year-on-year increase of 886 sockets, or 32%.

- This is behind the national average of 45% (38% excluding London), over the same period.

### 3.1.3 Findings from workshop – growth indicators

- Some local authorities felt that focus on LEVI has diverted attention from provision on SRN and organic commercial projects by CPOs, which is holding back growth in the EVI network.

- Utilisation data and forecasts for the use of public EVI network would help LAs planning their involvement. This is particularly important for local authorities where the majority of the population have access to off-street parking and therefore do not need to rely on public EVI.

- Growth in the EVI network is held up by limited resources and expertise within local authorities, as well as administrative and legal issues regarding EVI installations in parish councils.

- For LAs with both rural and urban communities, challenges are faced in achieving an even spread of EVI across their area, as finding practical and commercially viable EVI sites in rural communities is very difficult.

- Procurement issues are delaying EVI installations. In particular, issues around procuring EVI concession contracts using frameworks or DPS procurement methods are forcing local authorities to undertake time-consuming direct tenders.

3.2 Local authority progress

Comparison of progress between 2023 and 2024
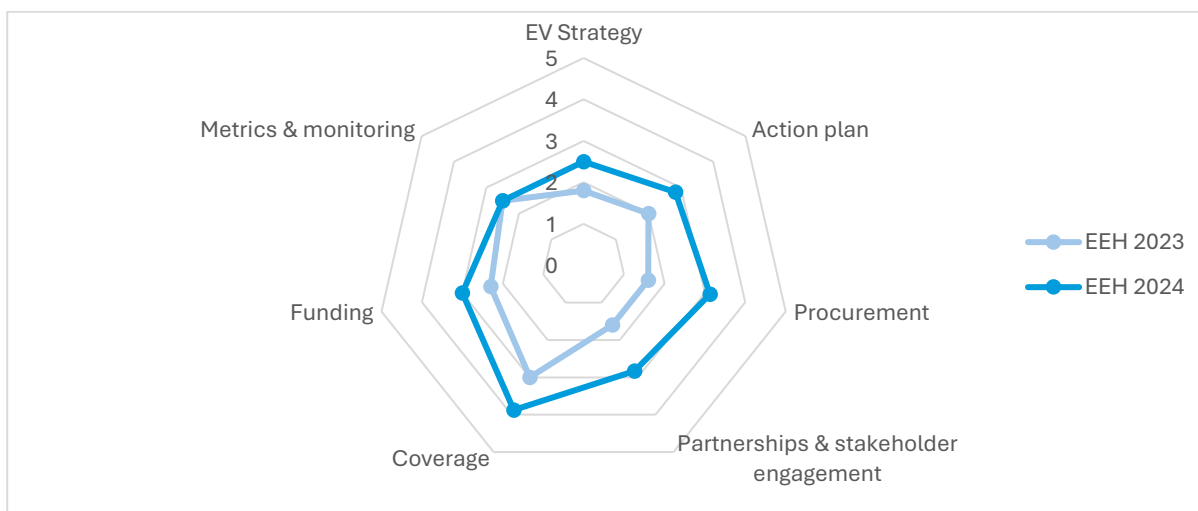
- Between 2023 and 2024, LTAs across the England's Economic Heartland STB region have made progress in developing local EVI networks.

- Particular progress has been made in the areas of procurement and building partnerships.
  - This is likely a result of the application process for the LEVI fund, which requires local authorities to set out their approach to procurement and stakeholder engagement.

- No progress in metrics and monitoring has been observed. Scores could be improved by conducting area-specific forecasting using national and regional tools and resources like NEVIS and EV Ready.

Breakdown of scores by category
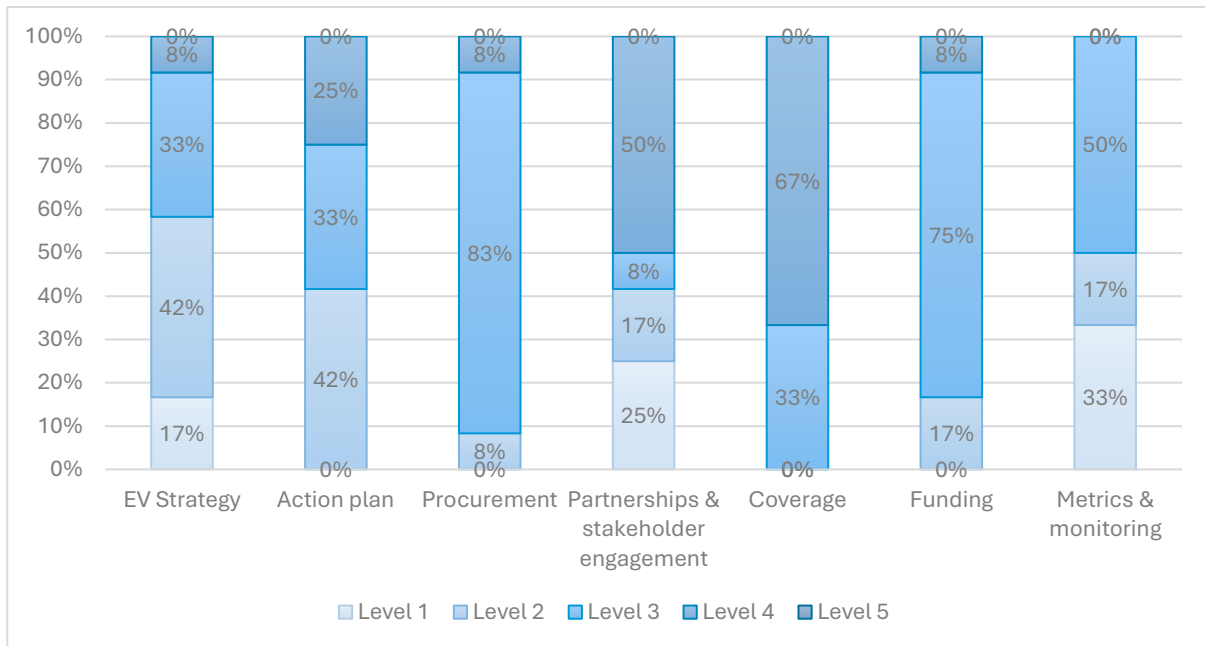
- There is some variation in progress between LTAs in the EEH STB region but, across most indices, the majority of local authorities achieve scores of level 3 or 4.

- Some indices, such as strategy, partnerships, and metrics show less progress, with most local authorities achieving scores of level 1, 2 and 3.

3.2.1   Findings from workshop – local authority progress

- The contentiousness of TROs among council members is limiting the delivery of sites identified for LEVI and resulting in fewer sites being delivered than had been included in their LEVI applications, but there are also concerns that avoiding TROs would affect attractiveness for CPOs.

- LAs' budgets do not allow for more granular forecasting, which is prohibiting achievement of higher scores in the "metrics and monitoring" category.

- Longer-term planning is challenging, as little is known about the future of EVs or EVI requirements. This is preventing LAs from achieving higher scores in the "strategy" and "action plan" categories.

3.3 Results of workshop SWOT analysis

- Weakness: There is uncertainty around how to recruit appropriate skills and expertise.

- Weakness: LAs have limited human resources for EVI rollout which is affecting the scope of their provision beyond LEVI, and are experiencing difficulties recruiting appropriate skills and expertise.

- Weakness: LAs do not own land surrounding SRN and have limited knowledge of their land ownership.

- Weakness: LAs report facing unexpected issues including technical matters and rising quotes which are causing delivery delays.

- Opportunity: Knowledge sharing and coordination of public engagement and communication across LAs within STB would be helpful.

- Opportunity: Mapping of connection costs would help to target less expensive sites.

- Opportunity: A mapping exercise could help to establish councils' land ownership and identify potential sites.

- <u>Opportunity</u>: Guidance is needed for parish councils and on gullies.

- <u>Threat</u>: There is a concern about CPOs' capacity to deliver on their promises given the level of demand due to the LEVI scheme and the impetus for a rapid increase in EVI provision.

- Threat: The difference between tariffs for public and private charging may slow uptake among residents without off-street parking.

- Threat: There is a degree of risk aversion and traditional thinking which hampers change and can lead to negative perceptions around the implications of EVI like the loss of spaces and revenue for car park operators.

- Strength: Some LAs have a dedicated team or resource to deliver LEVI or experience with EV projects, and capability funding could build skills of existing council staff where necessary.

- Strength: This is generally a wealthy region with relatively high levels of off-street parking which may enable EV uptake and aid public support.

- Strength: There is a good partnership approach between LAs within the region and there is no competition for LEVI funding between LAs.

3.4 Key findings and recommendations

- In certain aspects, LTAs in the EEH STB area have made significant progress between 2023 and 2024. This includes a significant improvement in the development of action plans, procurement approaches and stakeholder engagement.

- The rate of growth in EV adoption across the region, at 41% year-on-year, is short of the national average of 50% growth.

- Growth in EV adoption has been driven by demand from businesses.

  - <u>Recommendation on private and company car ownership</u>: A residents engagement exercise should be undertaken, in the 2024/25 financial year, to gain an understanding of what actions or support is needed to increase demand from private vehicle owners. This engagement exercise can be measured by documenting the session and proposing actions in response to any needs identified.

- The rate of growth in EVI installation across the region, at 32% year-on-year, is significantly behind the national average of 45% growth.

  - <u>Recommendation on accelerating EVI installation</u>: An assessment should be made of ideal locations for EVI installation across the region, where the value of EVI would be high and the cost and complexity of installation would be low (i.e. "low-hanging fruit"). These locations should be prioritised to accelerate growth in EVI installations. This exercise would be measured by the production of a list of "ideal" EVI locations, and should be undertaken within the 2024/25 financial year.

- There is room for improvement in how metrics, monitoring and evaluation are being used to identify ideal sites for EVI installation.

  - <u>Recommendation to achieve level 3 scores in this category</u>: LTAs should be supported to identify and document specific sites for EVI installation, and estimate how much EVI is required at each site using national or regional data like that available through tools including NEVIS and EV:Ready.

  - <u>Recommendation to achieve level 4 scores in this category</u>: LTAs should be encouraged and supported to undertake area-specific forecasting for EV adoption and EVI demand using the EV:Ready tool, and use this as a basis to plan EVI deployment.

  - <u>General recommendation</u>: LTAs should be signposted to the Knowledge Repository and NEVIS Insights Toolkit, which contain resources to assist with identifying sites for EVI and the appropriate quantity and specification of EVI for a given site.

- o Delivery of these recommendations should be undertaken before ethe end of the 2023/24 financial year, and can be measured by tracking progress to develop local EVI installation targets, and keeping a central log of what these targets are.

- There is room for improvement in the development of EV and/or EVI strategies.
    - o <u>Recommendation to achieve level 4 scores in this category</u>: LTAs should be encouraged and supported to include quantifiable targets, both in terms of delivery of EVI and adoption of EVs, alongside quantifiable outcomes (e.g. emissions reduction).
    - o <u>Recommendation to achieve level 5 scores in this category</u>: LTAs should be encouraged to more closely integrate EV and/or EVI strategies into the wider strategies of their local authorities.
    - o <u>General recommendation</u>: England's Economic Heartland collate EV and/or EV charging strategies across the STB region to provide a basis to monitor the development and delivery of EV and/or EVI strategies across the region, on a quarterly or biannual basis.

4 Cross-region findings and recommendations

4.1 Regional differences

- EV uptake is driven by different stakeholder groups across the TE and EEH regions.
  - o In the TE region, EV uptake is being driven by demand from private consumers. This may indicate that businesses in the area do not feel that they have access to adequate public en-route charging infrastructure located at, for example, service areas or business parks.
  - o In the EEH region, EV uptake is being driven by demand from businesses. This may indicate that local residents – particularly those that do not have access to off-street parking – feel that they are unable to charge conveniently near to their home using public residential charging infrastructure.
- EV charging infrastructure network growth has been significantly faster in the TE Region (43% year-on-year) than the EEH region (43% vs 32% year-on-year growth, respectively).
- Local authorities in TE have made greater progress in building partnerships and engaging stakeholders.
  - o To match this progress, local authorities in EEH should engage with distribution network operators (Level 3 criteria); and
  - o Engage with wider residents, businesses and other stakeholder groups to ensure an equitable EV charging infrastructure rollout (Level 4 criteria)
- Local authorities in TE have made greater progress in determining metrics and monitoring to assist the selection of sites for EV charging infrastructure installation.
  - o To match this progress, local authorities in EEH should utilise national or regional forecasts for EV uptake to help estimate future demand for EV charging infrastructure (Level 3 criteria); and
  - o Undertake more local area-specific forecasting to estimate variations in future demand between different communities within their local authority area (Level 4 criteria).

4.2 Regional commonalities

- EV uptake has grown at similar pace across the TE and EEH regions (43% vs 41% year-on-year growth, respectively).
- On average, local authorities have progressed significantly across several indices considered in City Science's Maturity Model.
  - o Areas where notable improvements have been made include procurement, partnerships, coverage and funding.
  - o We consider that this improvement is likely to be associated with work done in preparation for applications for funding under the Local EV Infrastructure (LEVI) Scheme.
- There is room for improvement in the development of EV charging infrastructure strategies.
  - o Most EV charging infrastructure strategies were found not be to fully quantified and/or did not link specific actions to specific outcomes (Level 4 criteria).
  - o Virtually all strategies were found not to be fully embedded into wider planning and transport policy (Level 5 criteria).
  - o Recommendation: STBs should build a record of local EV charging infrastructure strategies, collating any quantitative targets to ensure these are consistent across the

region, and ensuring that strategies are aligned to wider regional strategic goals. This record should be updated on a quarterly or biannual basis.

- There is room for improvement in the development of EV charging infrastructure action plans.
  - o Whilst action plans do exist for the majority of local authorities, these were found to focus on the short term and/or lacked insight on total delivery costs (Level 4 criteria).
  - o We did not see any evidence that local authorities are applying innovative approaches to delivering EVI (Level 5 criteria). This could be somewhat influenced by the LEVI Scheme, which may have the effect of discouraging local authorities from diverging significantly from the prevailing best-practice on delivery approaches.
  - o Recommendation: Within the 2025/26 financial year, STBs should engage with local authorities to discuss and develop the longer-term actions expected to continue expanding local EV charging infrastructure networks. This can be measured through an engagement tracking sheet.
  - o Recommendation: STBs should collate best practice on innovative delivery approaches, both within and beyond their regions, and ensure that these are shared with local authorities. This can be measured through a central register of delivery approaches that should be reported on biannually.

- There is also room for improvement in how EV charging infrastructure is funded.
  - o We found that there was evidence of experience in applying for government grants, and an understanding of the commercial models used to deliver EV charging infrastructure (Level 3 criteria). This is likely due to activities undertaken and support received under the LEVI Scheme.
  - o We found limited evidence that local authorities have grown any notable relationships with private sector investors (Level 4 criteria)
  - o We found no evidence that local authorities have obtained full funding to deliver their planned EV charging infrastructure programme and/or have identified innovative routes to funding (Level 5 criteria). This could be somewhat influenced by the LEVI Scheme, which may have the effect of discouraging local authorities from diverging significantly from the prevailing best-practice on funding models.
  - o Recommendation: STBs should co-ordinate activities to enable local authorities to build relationships with industry. This could be delivered through, for example, regional market engagement activities, or by co-ordinating attendance to specific industry events. This should be conducted within the 2024/25 financial year and can be measured through a record of delivery and attendance of events.
  - o Recommendation: STBs should collate best practice on innovative delivery approaches, both within and beyond their regions, and ensure that these are shared with local authorities. This can be measured through a central register of delivery approaches that should be reported on biannually.

- Local authorities across both regions have progressed roughly equally well in ensuring there is fair coverage of EV charging infrastructure in their areas.
  - o We found evidence that most local authorities are considering installing EV charging infrastructure at council sites and car parks; in residential areas; near to major roads; near to workplaces and/or at taxi ranks (Level 4 criteria).
  - o We saw some evidence that, in addition to the above, local authorities are also regularly reviewing the rollout of EV charging infrastructure to monitor for gaps in provision; they are planning to provide charging infrastructure for EVs beyond cars and small vans; and/or they are co-locating infrastructure across different zero-emission fuel types (Level 5 criteria).

5 Summary of recommendations

5.1 Cross-region

- STBs should build a record of local EV charging infrastructure strategies, collating any quantitative targets to ensure these are consistent across the region, and ensuring that strategies are aligned to wider regional strategic goals.

- STBs should engage with local authorities to discuss and develop the longer-term actions expected to continue expanding local EV charging infrastructure networks.

- STBs should collate best practice on innovative delivery approaches, both within and beyond their regions, and ensure that these are shared with local authorities.

- STBs should co-ordinate activities to enable local authorities to build relationships with industry. This could be delivered through, for example, regional market engagement activities, or by co-ordinating attendance to specific industry events.

- STBs should collate best practice on innovative delivery funding approaches, both within and beyond their regions, and ensure that these are shared with local authorities.

5.2 Transport East

- Transport East should engage with large fleet operators across the region to determine what support might unlock additional demand for EVs from businesses.

- Data on EV registrations and EVI installations should be reviewed at regular intervals to ensure that progress is maintained.

- LTAs should be encouraged and supported to include quantifiable targets, both in terms of delivery of EVI and adoption of EVs, alongside quantifiable outcomes (e.g. emissions reduction).

- LTAs should be encouraged to more closely integrate EV and/or EVI strategies into the wider strategies of their local authorities.

- Transport East should monitor the development and delivery of EV and/or EVI strategies across the region, in order to gain a regional view of the aims and outcomes set at a local level and the progress towards achieving them.

5.3 England's Economic Heartland

- A residents engagement exercise should be undertaken to gain an understanding of what actions or support is needed to increase demand from private vehicle owners.

- An assessment should be made of ideal locations for EVI installation across the region, where the value of EVI would be high and the cost and complexity of installation would be low (i.e. "low-hanging fruit"). These locations should be prioritised to accelerate growth in EVI installations.

- LTAs should be supported to identify and document specific sites for EVI installation, and use national or regional data to estimate how much EVI is required at each site.

- LTAs should be encouraged and supported to undertake area-specific forecasting for EV adoption and EVI demand, and use this as a basis to plan EVI deployment.

- LTAs should be signposted to the Knowledge Repository and NEVIS Insights Toolkit, which contain resources to assist with identifying sites for EVI and the appropriate quantity and specification of EVI for a given site.

- LTAs should be encouraged and supported to include quantifiable targets, both in terms of delivery of EVI and adoption of EVs, alongside quantifiable outcomes (e.g. emissions reduction).

- LTAs should be encouraged to more closely integrate EV and/or EVI strategies into the wider strategies of their local authorities.

- England's Economic Heartland should consider collating EV and/or EV charging strategies across the STB region to provide a basis to monitor the development and delivery of EV and/or EVI strategies across the region.

cenex

Lowering your emissions
through innovation in transport
and energy infrastructure

Transport

Energy Infrastructure

Knowledge & Enterprise

Cenex

Holywell Building,

Holywell Park,

Ashby Road,

Loughborough,

Leicestershire,

LE11 3UZ

Tel: +44 (0)1509 642 500
Email: info@cenex.co.uk
Website: www.cenex.co.uk
Twitter: @CenexLCFC
LinkedIn: Cenex