

Supercharging the Midlands Journey

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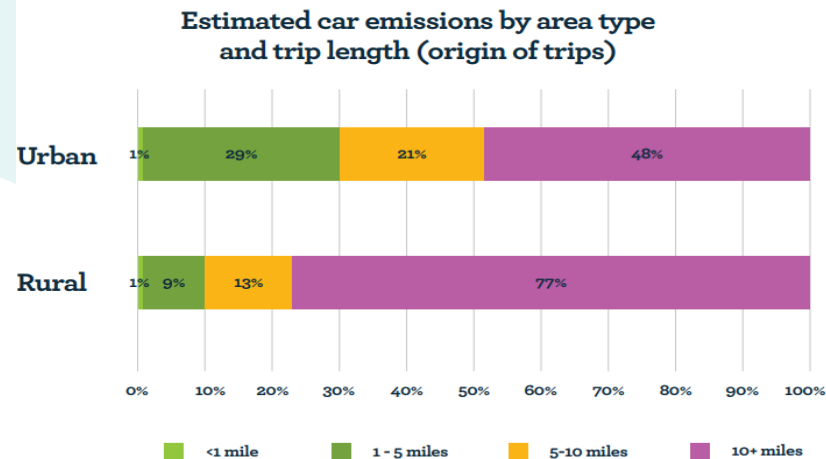


Supercharging the Midlands Journey

Where we started in 2021

We published the regions Supercharging the midland report, outlining the Electric Vehicle (EV) and infrastructure challenges and opportunities to accelerate EV uptake.

The importance of rural Journey



Source: Midlands Connect Carbon Baseline Tool

- Rural areas have the longer journeys impacting emissions and key area for improving air quality and decarbonising transport
- Rural areas have a harder EV charging (EVC) business case due to lower EV uptake, higher connection costs and lower on-street need.

Midlands EV Uptake Forecasting

Where what were we expecting?

In 2021, we were expecting:

~420,000 Electric Vehicle cars by 2025

~1.5-1.8 million EV cars by 2030

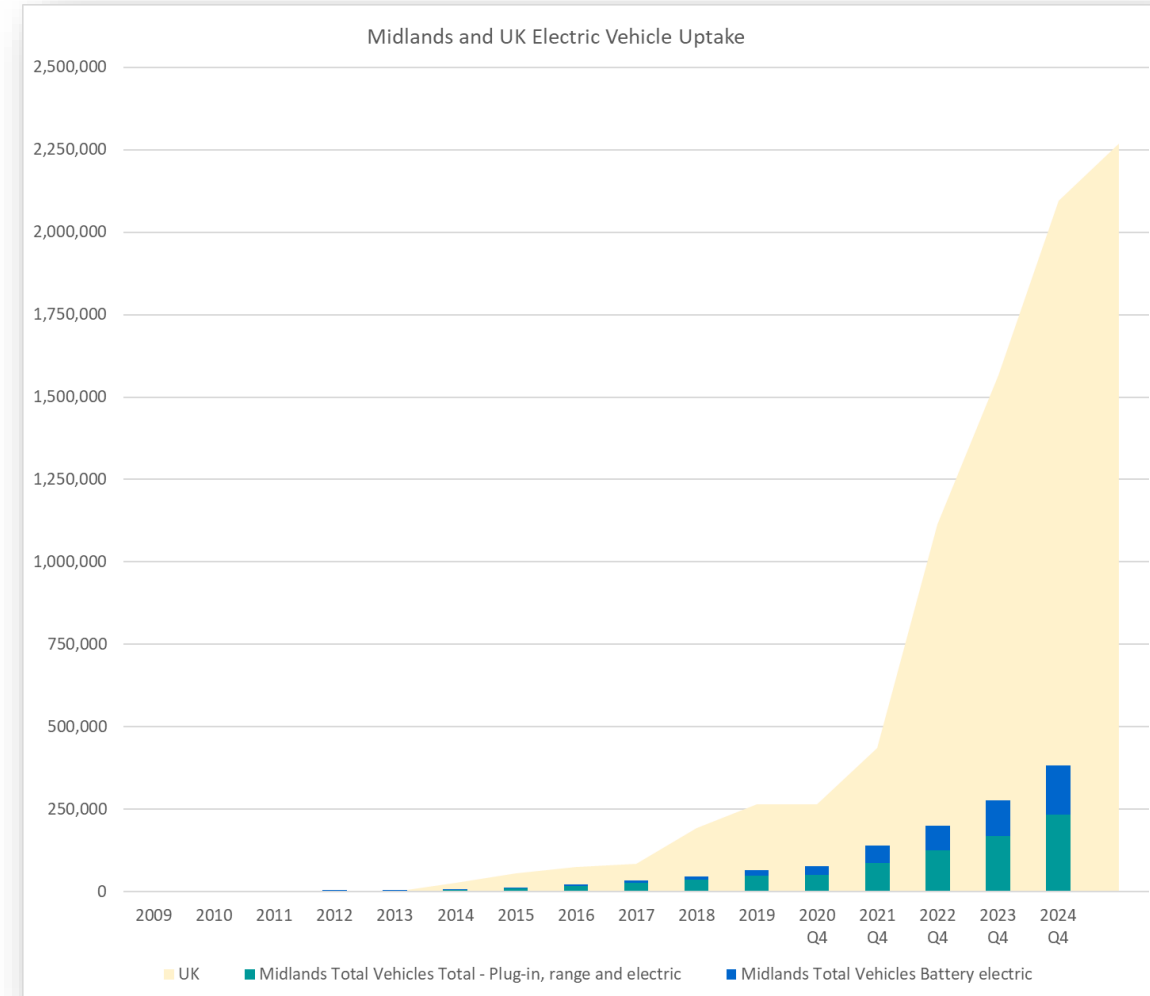
Where are now?

In the Midlands we have 257,164 electric vehicles:

- 128,825 EV's in the East Midlands
- 128,339 EV's in the West Midlands

Of those 166,357 are full battery electric vehicles.

Next we explored the scale needed to support the uptake of EV's in the region



EV Charging Socket (EVCS) charging need

Forecasting EVCI is not an exact science – by 2030 we estimated

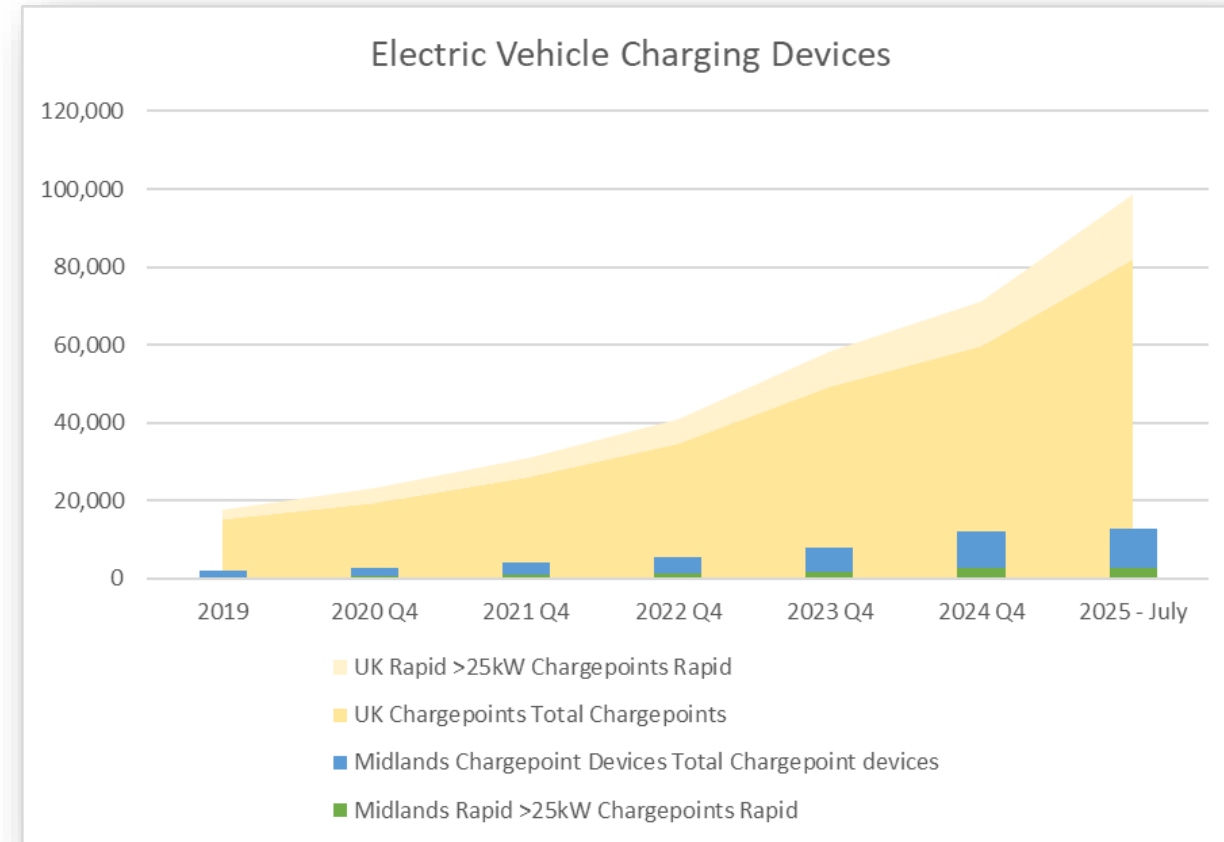
- In 2021, we estimated 39,410 EV CPS
- In 2022, we estimated 41,662 EV CPS
- In 2023, we estimate 65,087 EV Chargepoint Sockets EV CPS

Where are we now?

In July 2025, the Midlands has 10,084 chargepoint devices, which is an estimated ~14,328 chargepoint sockets to support EV's.

- East Midlands - 76.8 EVCI devices per 100,000 population
- West Midlands - 127.2 EVCI devices per 100,000 population

The UK average is 121.3 EVCI devices per 100,000



Last year estimated thought the region needed a 6x increase in EVCP, now it is 4.5x increase, as we see steady increase in private EVCS deployment.

EV Chargepoint Approach

Right chargepoint, right location and right time

To help support residents to choose their next vehicle as an EV, authorities can help support confidence by installing the right infrastructure in their local area, there is not one size fits all approach. All midlands authorities have EV plans and developed strategies for their EV work.

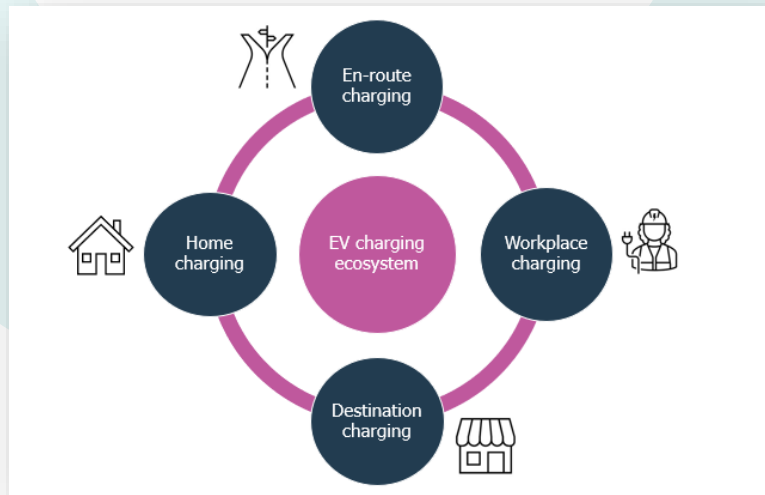


Figure: Chargepoint charging ecosystem

Tackling the On-Street Challenge

~31% of households that are estimated to be reliant on on-street parking. They require chargepoints with low costing charging, especially for those in low-income areas and rural communities.

Key area of focus was how to leverage the better urban commercial onstreet business case with the poorer rural business case for lower on-street reliance to help balance need and support off-peak lower costing charging.

Understanding EVCI Commercial Case

Midlands EV Strategic Business Case

Midlands Connect worked with a group of LAs in the Midlands (Rural, Urban and Suburban) to see if by working together can achieve economies of scale to deliver required Chargepoint Sockets and tackle the air quality challenges by bringing city's and county's together.

Scope of the SOBC:

To explore business case for delivery of 9,412 EVCP units between 2023 and 2030 (as per MC forecast) across five local authorities in LEVI Pilot (five Local Transport Authorities)

The work concluded for those authorities that:

- 18% public sector contribution was needed to fill the gap that **CPO market would not fulfil.**
- This equated to £32.3m public sector funding over a ten-year period with £452m private sector investment
- Giving a given benefit-cost-ratio (BCR) of 3.74

Where do local authorities help with EVCI

With public funding being identified needed in areas where there is not a strong business case for EVCI, especially in low EV uptake areas, this is where authorities can help support this gap, which there has been a history of funding;

Government funding

Since 2015, Local Authorities have been supported in delivery of Electric Vehicle infrastructure grants, from:

- Innovate UK investment and wider DESNZ schemes
- OZEV – On street Residential Chargepoint Scheme (ORCS) which ended for England in 2023
- LEVI – Local Electric Vehicle Infrastructure Scheme – mainly focused on low powered and on-street chargepoints

This year 2024, additional funding has been provided for Public Chargepoints:

- Cross Pavement Solution Grant

Our Journey – LEVI Pilot

First Midlands EVI Consortium



In Spring 2022, Lincolnshire County Council volunteered to lead the bid LEVI pilot bid in partnership with Stoke-on-Trent City Council, Herefordshire Council, Leicestershire County Council and Rutland Council.

This project was one of nine chosen for its approach and innovation, in which it was awarded just under ~£1 million in grant funding to deliver >349 chargepoint sockets, with aim to bring in £2.8-£5.6 million in private investment.

Whilst a central procurement approach is taken by the lead authority, each council has their own contract. This is currently in pre-delivery phase, with lessons learnt filtering into main tranche work.

What are our aims?

Midlands EVI Consortium

- **Promote equitable provision** : Concession agreement and portfolio approach to site selection blends more and less commercially attractive sites.
- **Efficient for the public sector**: Leveraging efficiencies associated with joint working, whilst maximising buying power.
- **Scalable**: Offering a scalable commercial model leveraging high levels of private sector investment, which can be rolled-out more widely.
- **Commercially attractive**: The scheme has been designed with chargepoint operators (CPOs) to maximise the commercial opportunity



Main LEVI funding

Secured £40.3 million for 14 Local Transport Authorities



~61% of the Midlands LEVI funding, estimated to bring in ~£93-104 million of private investment. Our partners are broken down in three consortiums; the second, third and fourth consortiums. This aims to support at least 15,000 chargepoint sockets.

Midlands Connect Support



Support planning ahead: Right charge point, right location, at the right time



Work with DNOs - Understanding grid capacity constraints



Harnessing the optimum delivery and private funding models



Monitoring and evaluation of utilisation of EVI across the Midlands



Collaboration and coordination



Recognising risk and uncertainty

What have we learnt

The last 12 months



Challenges	Opportunities
<ul style="list-style-type: none"> Rural Local Authorities EVI business case is less commercially attractive, leading to unbalanced regional EVI delivery and less EVI experience Urban local authorities have better business case, EVI experience and ready to deliver EVI On-street parking for EVI is limited, requiring potential build outs and limiting number of chargers per location 	<p>Working together:</p> <ul style="list-style-type: none"> Leveraging collective buying power for quality chargepoints to help level up the region together Leveraging scale to get more private investment Support local areas where business case is harder – level up the region together for residents and businesses Shared knowledge and decision making as a consortium with fast paced innovative EVI
<ul style="list-style-type: none"> There is no statutory responsibility for EVI within councils to deliver Officers lacking time to meet deadlines 	<p>Leading on:</p> <ul style="list-style-type: none"> Regional EVI standards, contract and equitable delivery Provide a regional voice for the Midlands
<ul style="list-style-type: none"> Lack of current internal resources from EVCI specialist to site selection support Central management of multiple partners Pre-election periods and elections 	<p>Consortium Support:</p> <ul style="list-style-type: none"> Full time EV Infrastructure Programme Manager Provide specialist site selection, CPO engagement, DNO and financial modelling support Support Local Authorities with limited internal legal, procurement and highways resources

What have we learned?



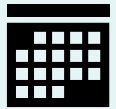
- Listening to our partners - 14 Local Authorities have different levels of resource, there is not one size all fits approach and decisions require all partners on board



- Importance of site selection – Time is needed to identifying where the CPO will not invest, plus allowing authorities to assess their prioritise and decide locations.



- LEVI Head of Terms – Understanding market changes since testing with LEVI pilot
- Consortium governance – Allowing time for all partners different requirements and ITT reviews



- LEVI criteria – More focus on-street and working with highways teams, increase in resources and working more closely with OZEV
- Understanding PAS 1899 application on street – created a MoSCoW PAS1899 checklist to push best practice and help monitor any challenges across the region



- Working with National Grid Electric Distribution with new connection process to enable more efficiencies with process and other EVI projects

The regions authorities needing continued capacity support for delivery of EV infrastructure

Continuing our EVI journey

Next 12 months



Reflecting on our 5 year journey

- Updating our Supercharging the Midlands Report
 - Look out for Midlands EV conference in Spring 2026
 - Sign up to our newsletter here: <https://www.midlandsconnect.uk/>*
- Supporting Consortiums and monitoring EVCI
- Exploring commercial fleet need for public charging for LGVs
 - Understanding on-street need and sharing fleet depots guidance

Exploring National Approach to EVCI data

Tackling the Open data gap, looking at:

- National approaches for gathering data between STBs
- Exploring approaches for analysing data, linking into bus data (CoE)



To learn more about our consortiums head here:

<https://www.midlandsconnect.uk/projects/electric-vehicle-infrastructure/>

Look out for Midlands EV conference in Spring 2026! Open to anyone

Sign up to our newsletter here: <https://www.midlandsconnect.uk/>



Thank you for listening

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