

Title: Electric Vehicle Pavement Channel (EVPC) Grant Local Authority Distribution
Portfolio: Transport
Responsible Director: Tobyn Hughes, Director of Transport
Report Author: Head of Transport Contracts

Report Summary

The Mayor’s Local Transport Plan (LTP) and associated Strategic Portfolio Plan include an ambition to increase charging infrastructure for Zero Emission Vehicles (ZEV) across the North East. On 13 July 2025, the Office for Zero Emission Vehicles (OZEV), part of the Department for Transport (DfT), announced a £25 million capital funding grant to support the delivery of Electric Vehicle Pavement Channels (EVPCs) across England. This initiative aims to enable residents without access to a driveway to charge their EVs near to their homes.

On the 27 November 2025, OZEV approved the North East CA’s funding application for £1,187,000 and this was received on 8 January 2026. As part of this application process, the North East Combined Authority (North East CA) indicated that two of the local authorities (LAs) would be interested in further funding if it became available. In response, OZEV allocated a further £44,780 of EVPC funding to the North East CA, with confirmation of payment received on 12 March 2026, bringing the North East’s total allocation to £1,231,780.

The proposed grant allocation split recommendation across all seven LAs was reviewed by the Technical Officers Group (TOG) on the 20 October 2025, and Finance and Investment Board (F&I Board) on 10 November 2025. Following approval from the Chief Finance Officer to submit the EVPC Grant application and accept the £1,187,000 allocation on 14 November 2025, this report seeks approval from the Chief Executive Officer for the proposed distribution of the original £1,187,000 funding allocation across all seven LAs. It also seeks approval for an additional £44,780 allocation to be split equally between Sunderland City Council and Northumberland County Council, as both LAs expressed interest in receiving further funding.

Recommendations

The Chief Executive Officer is recommended to:

Approve entering into Grant Funding Agreements with LAs for the distribution of the EVPC Grant, (totalling £1,231,780) with the following funding allocations to the LAs:

- Durham County Council: £346,086.
- Gateshead Council: £102,413.
- Newcastle City Council: £105,852.
- North Tyneside Council: £181,864.
- Northumberland County Council: £234,280. (£211,890 original allocation + £22,390 additional funding).
- South Tyneside Council: £130,630.
- Sunderland City Council: £130,655. (£108,265 original allocation + £22,390 additional funding).

A. Context

1. Summary of Investment Proposal

| Project Outline | |
|--------------------------|--|
| Funding Source | Department for Transport/ Office for Zero Emission Vehicles. |
| Proposal Name | Electric Vehicle Pavement Channels Grant. |
| Lead Organisation | North East Combined Authority. |
| Delivery Address | Regional. |
| Start Date | On receipt of funding from DfT/ OZEV. |

| | |
|---|--|
| Financial End Date | Financial end date has not been provided. |
| Practical Completion Date (date by which all outputs will be achieved) | A practical completion date has not been set by DfT / OZEV. |
| Total Project Value | £1,231,780 |
| Grant Amount Requested | £1,231,780 |
| Budget Implications | The proposed allocations can be met within the overall Electric Vehicle Cross Pavement Channels Grant. |

2. Fund Background

- 2.1 On 13 July 2025, OZEV announced a £25m capital funding grant authorities in England to deliver EVPCs. On 11 August 2025, it was confirmed that the North East CA's initial grant funding allocation was £1,187,000.
- 2.2 On 29 January 2026, it was confirmed that the North East CA was allocated £44,780 of additional grant funding, confirming a new total of £1,231,780 of grant funding for the region.
- 2.3 An EVPC provides a solution to connecting electric vehicle (EV) charging cables from a private property across a public footway to an EV parked on-street. This allows residents without off street parking to charge an EV outside their home and mitigate risks associated with trailing cables across the public highway.
- 2.4 The EVPC Grant will fund passive, permanent EV channels designed to temporarily house a charging cable whilst an EV is being charged. The fund will not cover the cost of permanent under pavement cables, charging bridges or temporary solutions (e.g. cable mats). See Appendix A for full eligibility information.
- 2.5 The EVPC Grant will cover all capital costs for installation, up to a maximum of £1,200 per channel.
- 2.6 To benefit from the EVPC Grant, residents must have, or commit to installing, an EV chargepoint on their property. The grant cannot be used towards the cost of chargepoint installation.

3. The Investment Proposal: Grant Allocation

- 3.1 The North East CA was originally allocated £1,187,000 EVPC grant funding for 2025/26. One application was submitted on behalf of the North East CA region and was approved by OZEV on the 27 November 2025. £1,187,000 of grant funding was received by the North East CA on 8 January 2026.
- 3.2 Following the approval of the application, in which the North East CA requested additional funding if any was to become available, the region was allocated an additional £44,780 on 29 January 2026. Confirmation of the additional payment was received on 12 March 2026.
- 3.3 The total allocated funding for the North East is £1,231,780 which has now been received in full by the North East CA.
- 3.4 The North East CA will use the Grant to fund a regional pilot to better understand the uptake, challenges, impact and best practice of EVPC delivery. It is proposed that this will include:
 - A grant of up to £1,200 per EVPC, delivering approximately 1,300 EVPCs across the region through the grant.
 - A minimum charge of £350 for a resident to access the grant, ensuring resident buy-in. The level of the charge will be dependent on the installation costs.
 - A commitment from residents to install a chargepoint at their home.
 - A resident charter (focused on principles of use for residents).
 - A coordinated regional communications approach.
 - Delivery led by LAs, including site locations, resident eligibility assessments, procurement exercises and delivery/installation approach.
 - A monitoring and evaluation programme.

- 3.5 The North East CA will not retain any of the funding allocation. Whilst LAs are not required to apply for the EVPC Grant, all seven have confirmed their interest in receiving a share of the funding. Northumberland County Council and Sunderland City Council expressed an interest in receiving additional funding if it was to become available, and as such will each receive £22,390 in addition to their original allocation.
- 3.6 The North East CA has engaged with key stakeholders throughout the development of the application, including each of the LAs, regional distribution network operators (DNOs) and Transport for the North (TfN).

4. Grant Allocation Methodology

4.1 The North East CA has collaborated with TfN’s data team to adapt the nationally applied OZEV formula used for the North East CA’s original allocation (e.g. £1,187,000). The following datasets and formula were used to calculate the seven LA allocations:

- Estimated proportion of households without driveways (Source: TfN household driveway access mapping).
- Public chargepoint per 100,000 (Source: ZapMap and 2021 Census).
- Social exclusion and deprivation (Source: TfN’s Transport Related Social Exclusion).

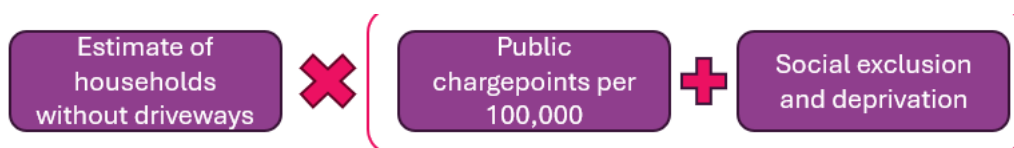


Figure 1: North East CA Allocation Formula

4.2 The resulting figures were then ranked, resulting in the proposed allocations per LA (provided in table one, column B below). The additional £44,780 was then split evenly across Northumberland County Council and Sunderland City Council.

Table One: Proposed Allocations Per LA

| A: Authority | B: Recommended Allocation 25/26 (£) | C: Recommended Allocation + Additional Funding (if applicable) 25/26 (£) |
|-------------------------------|-------------------------------------|--|
| Durham County Council | 346,086 | 346,086 |
| Gateshead Council | 102,413 | 102,413 |
| Newcastle City Council | 105,852 | 105,852 |
| North Tyneside Council | 181,864 | 181,864 |
| Northumberland County Council | 211,890 | 234,280 |
| South Tyneside Council | 130,630 | 130,630 |
| Sunderland City Council | 108,265 | 130,655 |
| Total | 1,187,000 | 1,231,780 |

5. Timeline for Implementation

5.1 Table two below shows the forecasted dates for receiving the EVPC grant funding.

Table two: Key Milestone Dates

| Milestone | Forecast Date |
|-----------|---------------|
|-----------|---------------|

| | |
|------------------------------------|--------------------|
| Funding received by North East CA. | January-March 2026 |
| Funding distributed to LAs. | March-June 2026 |

B. Impact on North East Combined Authority Objectives

Proposals outlined in this report will support the delivery of the Mayor’s LTP and the Mayor’s Manifesto by increasing capacity and capability to deliver the North East’s ZEV infrastructure programme. The EVPC grant will positively contribute to the mission ‘home of the green energy revolution.’ This will be supported by enabling the uptake and usage of EV’s through the installation of EVPCs, enabling residents without driveways to charge their vehicles outside their home.

C. Key Risks

Table three below provides an overview of key risks and proposed mitigations.

Table three: Key Risks and Proposed Mitigations

| Delivery Risks | Proposed Mitigation |
|---|---|
| Inability to meet resident demand within the allocated funding, or slow utilisation of the allocation due to LA resource constraints, may result in households being left without a safe means of charging EVs across pavements. | Proactive and consistent communication from both North East CA and LAs, ensuring residents across the region are aware of the Grant and its benefits. |
| Limited EVPC product availability, combined with technologies advancing beyond those currently under the Grant, may lead to a decline in resident demand as households seek alternative solutions. | North East CA and LA to undertake proactive supplier engagement, developing industry knowledge to ensure awareness of latest technological advancements. |
| Reputational Risks | Proposed Mitigation |
| Once residents become aware that funding is available across the region, public expectations for quick decisions and rapid installation are likely to increase. | Proactive and consistent communication from both North East CA and LAs, ensuring residents across the region are aware of the fund, its benefits, and expected timescales. |
| Perceived inequity across the region if an LA has an existing EVPC pilot scheme (currently with three currently leading on smaller schemes) and can offer support, whilst a neighbouring LA may take longer in utilising their funding allocation within the first 12 months. | North East CA to develop and commence a comprehensive monitoring and evaluation programme from commencement of the pilot, helping to identify any LAs that may require additional support early in the process. |

D. Financial and Other Resources Implications

The financial profile for the project is included below. The profile shows 100% of capital grant expenditure in 2026/2027.

Table 2: Financial Implications

| Funding source | North East Allocation 2026/27 (£) |
|-----------------------|--|
| EVPC Grant | 1,231,780 |
| Total (£) | 1,231,780 |

E. Legal Implications

The Monitoring Officer has been consulted and has no comments to add.

F. Equalities Implications

The North East CA follows the [Public Sector Equality duty](#) and this report has due regard to the need to achieve the objectives set out under s149 of the Equality Act 2010.

EVPC delivery will help tackle ongoing accessibility challenges involving residents trailing EV charging cables across the public highway. These trailing cables are causing obstructions and creating dangerous trip hazards, particularly for those with mobility issues.

G. Consultation and Engagement

The North East CA has engaged with all seven LAs, Northern Powergrid (NPG) and TfN since the announcement of the EVPC Grant to allocate the grant funding.

H. Appendices

- Appendix A: EVPC Grant Eligibility Conditions.
- Appendix B: LAs Funding Conditions (as developed in the North East CA application process).

I. Background papers

- Electric Vehicle Pavement Channel (EVPC) Grant, Funding Letter, 11th August 2025.
- Technical Officers Group, EV Pavement Channel Grant, 20 October 2025.
- Finance and Investment Board, EV Pavement Channel Grant, 10 November 2025.
- Electric Vehicle Pavement Channel (EVPC) Grant, Application Submission, 20 November 2025
- Electric Vehicle Pavement Channel (EVPC) Grant- Information Pack.
- The Mayor’s LTP: [Local Transport Plan](#).

J. Contact officers

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K. Glossary

DNO – Distribution Network Operators.
EV – Electric Vehicle.
EVPC – Electric Vehicle Pavement Channel.
LA – Local Authority.
LEVI – Local Electric Vehicle Infrastructure
LTP – Local Transport Plan.
OZEV – Office for Zero Emission Vehicles.
TfN – Transport for the North.
ZEV – Zero Emission Vehicles.

L. Sign-off

| | | | |
|---------------------------|----------------------------------|--|----------------------------|
| 1) Cabinet Member: Yes | 2) Director/Head of Service: Yes | 3) Director of Finance and Investment: Yes | 4) Monitoring Officer: Yes |
|---------------------------|----------------------------------|--|----------------------------|

Appendix A: EVPC Grant Eligibility Conditions

OZEV grant funding conditions must be followed throughout the delivery of the pilot including:

- Funding must benefit residents without off-street parking.
- Funding must be used on eligible EV pavement channels.
- Residents must have or commit to installing an EV chargepoint.
- The EV chargepoint must be connected to a domestic energy supply to enable the residents to access domestic charging rates.

The following table has been provided by OZEV, stating what is eligible and ineligible to be delivered as part of the EVPC pilot.

| Category | Eligible | Ineligible |
|----------------------------|--|--|
| Technology | <ul style="list-style-type: none"> • Passive, permanent EV channels used to temporarily house a charging cable whilst a vehicle is being charged. | <ul style="list-style-type: none"> • Permanent under-pavement cables, where a permanent charging cable is laid below the pavement. • Charging bridges and arms. • Temporary solutions such as cable mats. |
| Costs | <ul style="list-style-type: none"> • Capital costs up to £1200. This includes, but is not limited to, hardware costs, installation costs, s50 licences, and planning applications. | <ul style="list-style-type: none"> • Non-capital costs, e.g., resource costs. |
| Other government subsidies | <ul style="list-style-type: none"> • Where the associated chargepoint has been/ will be funded through the EV Chargepoint Grant. • Where the local authority has not received LEVI funding for cross-pavement solutions. • Where the local authority has received LEVI funding, but this grant will procure additional pavement channels. | <ul style="list-style-type: none"> • Where the local authority has received LEVI funding for pavement channels and this grant will not procure any additional pavement channels. |

Appendix B: LA Funding Conditions (developed in the North East CA application process)

The following must be adhered to by all seven LAs following funding distribution:

1. LAs to manage the resident application process, procurement, installation and monitoring of the EVPCs delivered within their local authority boundaries.
2. Agreement to resident buy-in approach, including minimum £350 resident charge.
3. Agree and launch resident application process within 12 months of receiving the grant.
4. Any additional eligibility criteria need to be agreed with the North East CA.
5. Reporting of monitoring data on a six monthly basis to assess programme progress. All seven LAs will be required to commit to six monthly reporting to support the evaluation of the pilot (data likely to include resident application rates, delivery and installation rates, and usage). This will be used to gather lessons learnt, best practice and resident feedback to understand the effectiveness and suitability of EVPCs as a solution for charging EVs and the role they can potentially play within the network of charging infrastructure.