

09 June 2025

Transport for the South East's Response to the CIHT Call for Evidence: Challenges in Rolling Out Electric Vehicle (EV) Charging Infrastructure.

This is Transport for the South East's (TfSE) draft response to the CIHT's Call for Evidence: Challenges in Rolling Out Electric Vehicle (EV) Charging Infrastructure. This call for evidence is part of a wider research project aimed at understanding the issues and challenges associated with rolling out EV charging infrastructure across the UK. This is a draft officer response that will be presented to our Partnership Board on 21 July 2025 for their approval, therefore a further iteration may follow.

TfSE is a sub-national transport body (STB) for the South East of England. Our principal decision-making body, the [Partnership Board](#), brings together representatives from our 16 constituent local transport authorities, district and borough authorities, protected landscapes, business representatives, Highways England, Network Rail and Transport for London.

We have recently completed a 'state of the region' report that aims to establish the progress being made with the rollout of EV charging infrastructure across the TfSE area. The study included engagement with local transport authorities to identify the key issues and challenges being faced with the rollout of future EV charging infrastructure across the region. The results of this engagement have fed into our response to the CIHT's Call for Evidence.

In addition to the table below, one specific topic that TfSE would like to highlight as part of this response is the need for more consideration being given to the needs and requirements of commercial fleet vehicles as part of the rollout of publicly available charging infrastructure. TfSE has recently completed a study which aimed to understand the impacts of commercial fleet vehicles on a future publicly available charging infrastructure network.

This work highlighted that whilst passenger cars have been making steady progress in the transition to electric vehicles, the progress amongst light and heavy duty commercial vehicles and fleets has been much slower. Although commercial vehicles comprise only around 15% of the total vehicle fleet on UK roads, they make up 26% of the miles driven and 42% of greenhouse gas emissions. As a consequence, when the total fleet is fully electrified, it is anticipated commercial vehicles will consume half of the total electricity demand from all types of electric vehicles. Further information on this study can be found [here](#).

Call for Evidence: Challenges in Rolling Out Electric Vehicle (EV) Charging Infrastructure

We are seeking evidence from stakeholders involved in the planning, funding, deployment, or use of EV charging infrastructure. This call for evidence is part of a wider research project aimed at understanding the **issues and challenges associated with rolling out EV charging infrastructure** across the UK. The report aims to be a one stop information point for those rolling out EV charging infrastructure

Please consider the following themes and questions to guide your response (*you do not have to answer all questions; they are a guide*)

Organisation	Transport for the South East
Name	Benn White
Email address	benn.white@transportforthesoutheast.org.uk
Location where EV charging infrastructure was installed/ attempted to be installed (if applicable)	N/A

	General issues or challenges to consider	On- street specific considerations or challenges	Off- street specific considerations or challenges
Funding	<ul style="list-style-type: none"> - Delays experienced in receiving funding from government due to election periods and funding cycles. - Securing LEVI funding involves multiple governance groups and a lengthy procurement route. - LEVI process is holding local transport authorities back from delivering more commercially viable chargers. - LEVI requirements are challenging due to scope changes. Lack of clarity from LEVI support body impacts the Council's ability to submit ITT documents for approval. - Securing public sector subsidies is difficult due to budget constraints and political priorities. - The capability fund of the LEVI pot has been helpful but does not stretch far enough in some cases. - Lack of transparency and coordination over publication of LEVI tenders. - Slow approval timescales of LEVI applications, in some cases applications are overengineered which delays the process. - LEVI requirements are challenging due to scope changes. 		

Commercial Models and Procurement	<ul style="list-style-type: none"> - Councils often lack resources (time/skill/experience) to run procurement exercises. - CPOs are saturated with Requests for Proposals, meaning they can select their preferred LA. Smaller LAs are finding they need to make their tenders less beneficial to the authority to attract bidders, there is concern that they will not be able to run successful LEVI tenders. - Conflicts experienced between the non-negotiable terms of LEVI and the ability of third-party CPOs to fund or operate charge points on the network. - Questions from the CPOs around return on investment in case of early termination of infrastructure of the infrastructure (CPOs don't like break clauses) 		
Planning applications and licences	<ul style="list-style-type: none"> - Changing direction (i.e. Section 50 and 155 of the Highways Act) and delayed guidance from support bodies (i.e. DfT, ORCs) and government, especially on heads of terms and approval process. 		
EV charging bay Location			
EV charging bay network design			

EV charging infrastructure location	<ul style="list-style-type: none"> - High density housing areas have parking constraints that makes putting in EV bays difficult, especially ahead of demand. 		<ul style="list-style-type: none"> - Those living in leasehold accommodation with off-street parking face issues getting landlord permission for EVI installation.
EV charging infrastructure design	<ul style="list-style-type: none"> - Poor accessibility of EV bays. 	<ul style="list-style-type: none"> - Lamp columns have a finite life, which can result in abortive work on lamp column chargers if the lamps need replacing. 	
Public consultation		<ul style="list-style-type: none"> - The need to run appropriate level of public consultation for on-street bays before projects are agreed to avoid backlash and manage expectations of residents. 	
Traffic Order considerations (if applicable)			
Power Requirements and Grid Upgrades	<ul style="list-style-type: none"> - Significant DNO delays e. g. grid connections 		

Customer Accessibility		<ul style="list-style-type: none"> - Liability and safety concerns with cross-pavement solutions, particularly for disabled users. 	
Physical implementation of charging point issues or challenges			
Post implementation issues or challenges			
Private charging, i.e. where vehicle is parked on-street but charging point is privately owned			
Use of EV Charging Apps			
Any other issues or challenges to consider	<ul style="list-style-type: none"> - Generally, LAs have a shortfall in staff (e.g. / GIS / Procurement and Legal) and expertise in EV/EVIs. - Challenges with rollout due to lack of project dedicated resources for the LTA, DNO and CPO. 		

General comments	<ul style="list-style-type: none"> - More consideration needs to be given to accessibility for larger commercial vehicles (vans/HGVs) when installing EVCI. TfSE's recent fleet vehicle forecasting work suggests there will be almost a 50/50 split on energy demand in the year 2050 between private vehicles and commercial vehicles on a publicly available charging network. 		
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Organisation	Name of document (if applicable)	Website link
TfSE	TfSE EVCI Fleet Forecast Methodology	Link

We will also be compiling a list of useful documents and websites for anyone considering rolling out EV charging infrastructure and would be grateful for any you can recommend.

Submitting Your Evidence

Please submit responses by filling in the tables above and return this document via email by **Friday 13th June 2025**.

Email submissions to: technical@ciht.org.uk

For any questions please feel free to contact sara.zuin@ciht.org.uk