

OLEV On-street Residential Chargepoint Scheme – FAQs

Q1. Local Authorities are short of funds and this grant only covers part of the capital costs. Are we expected to pay the remaining capital costs and ongoing running costs?

There are benefits for Local Authorities from installing these chargepoints, and we would expect authorities to source funding for the remaining capital costs and the ongoing running costs, either from your own budgets, or from elsewhere, and we would encourage you to explore a range of options.

Q2. We have no idea where to start, what advice is available for us when deciding what to install and where to procure it?

In the first instance, please liaise with the Energy Saving Trust who will be able to provide guidance, best practice and technological options for chargepoint installations. You can email the team directly at onstreetchargepoints@est.org.uk.

Q3. What happens if OLEV refuses an application for a residential on-street point project that we have submitted?

OLEV want to support Local Authorities with the deployment of on-street residential charging infrastructure. If Local Authorities follow the guidance provided in the application, then your application is likely to be approved, whilst funding remains. If however, we do decline or reduce the offer in your application we will explain the reasons for this decision, so you will have an opportunity to amend your application and re-apply if funding remains. If you disagree with our decision then you are also, of course, free to install a chargepoint using funding from other resources.

Q4. I want to move the chargepoints from the location submitted in my bid

Please contact the EST as soon as possible. Justification and explicit approval from OLEV would be needed in order for any grant funding to be paid. The new location would need to meet all of the relevant conditions of the grant, including that the chargepoint will be in a residential area without off-street parking.

Q5. I have completed my project but there is still demand in my local area

If a Local Authority has successfully completed a project, and can evidence that demand remains, they can reapply for a new project, whilst funding remains available.

Q6. If we decide to designate an “Electric Vehicles Only” parking bay, do we have to wait for the (often lengthy) traffic order to be concluded before we can claim money for the project?

Yes, if you wish to claim any of the capital costs for the traffic order, you must wait for it to be completed before making your final claim.

Q7. What records do we need to keep for audit purposes for the residential onstreet scheme?

You must retain the following for a period of 6 years and make them available at any reasonable time for inspection by officials from OLEV or their representatives or by the Comptroller and Auditor General or his representatives:

- Evidence that a chargepoint was appropriately procured
- A record of expenditure funded partly or wholly by grant and all income generated by the project

Q8. How would you define “Pay As You Go” functionality?

Where the chargepoints are also accessible to the wider public (rather than just local residents) it is important that any plug-in vehicle driver can access any point without too much fuss. When deciding on how to achieve this you can assume that all users will have a debit or credit card and a mobile phone. Asking users to register at the time of the transaction is not a problem, but any such registration should not include any tie in to longer term membership fees or a membership scheme. The user should also not be limited to a maximum number of charges without joining a membership scheme