REPORT TO:	Environment and Regeneration Policy and Performance Board
DATE:	11th February 2026
REPORTING OFFICER:	Executive Director Environment and Regeneration
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Cross-Pavement Electric Vehicle Charging Channels Pilot
WARD(S)	Borough wide

1.0 PURPOSE OF THE REPORT

1.1 To provide Members with an update on delivery of the Electric Vehicle Charging Infrastructure (EVCI) Strategy.

1.2 To seek approval of the Council's participation in a City Region wide pilot to allow the installation of cross-pavement charging solutions (XPS) for residents who do not have access to off-street parking but wish to use their own home charge point.

1.3 The report sets out the proposed approach, funding arrangements and resident application process, and key conditions for the pilot, the outcomes of which will inform the development of future Council policy on XPS.

2.0 RECOMMENDATION: That the PPB:

i) Notes the update on delivery of the Electric Vehicle Charging Infrastructure (EVCI) Strategy and the Council's ongoing work with the Liverpool City Region Combined Authority (LCRCA) in relation to electric vehicle charging infrastructure.

ii) Notes that the LCRCA has applied for cross-pavement charging grant funding on behalf of its six constituent local authorities, including Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral.

iii) Endorses the Council's continued involvement in the development and delivery of a City Region wide pilot to evaluate cross-pavement charging channel solutions (XPS) for residents without access to private driveways,

subject to appropriate technical, safety and legal controls and associated application process, grant arrangement and any ongoing maintenance or fee requirement.

iv) Notes progress on the Local Electric Vehicle Infrastructure (LEVI) funding programme and the procurement of a Charge point Operator by the LCRCA; and Supports the progression of any necessary legal and inter-authority agreements required to enable delivery of LEVI-funded public and residential electric vehicle charging infrastructure.

3.0 SUPPORTING INFORMATION

3.1 Members will recall that this Board endorsed Halton's Electric Vehicle Chargepoint Strategy in February 2024.

3.2 **Local Electric Vehicle Infrastructure (LEVI) Funding**
In October 2023, the Office for Zero Emission Vehicles announced the Local Electric Vehicle Infrastructure (LEVI) fund, with £9.647 million allocated to the Liverpool City Region Combined Authority (LCRCA). Funding is held centrally and allocated equally across the six local authorities. The LCRCA is currently procuring a Charge Point Operator (CPO) under a concession contract to deliver public EV charging infrastructure across the City Region, prioritising areas with limited access to off-street parking.

3.3 The Halton strategy has been used to establish Halton's requirements for public infrastructure to be delivered by the procurement of the CPO, in accordance with the priority areas set out within the strategy. It is expected that this will deliver a mix of slower chargers (upto 22kW) either on street or in Council carparks using the grant, and rapid (50kW+) chargers as a result of procurement leverage. Partnership work is also ongoing with Registered Social Landlords (RSLs) as the 'on street' parking in Halton is owned and managed by these organisations in many areas. Sites for approx. 300 chargepoints have been identified across the borough, with final numbers and locations subject to completion of the procurement exercise and future public consultation.

3.4 **<u>Cross Pavement Charging Solutions (XPS)</u>**
In addition to identifying public infrastructure requirements, the strategy recognised that:

3.5 *Households that do not have off-street parking but could charge by extending a cable from their property across a public footway, could benefit from installing a gully system to mitigate trip hazards associated with running a cable across a public footway. A gully system would enable a household to run a charging cable beneath*

the footway surface so that the footway remains uninterrupted. In addition to mitigating trip hazards, the benefit of a gully system is that it utilises home charging, which reduces the investment in on-street EVCI, and the number of public electricity grid connections and potential grid capacity upgrades required. Additionally, this would benefit households as home charging is usually cheaper than public charging. However, unless parking spaces can be designated to specific vehicles and/or households, there is no guarantee that a household can park directly in front of their property to charge their vehicle.

3.6 A small proportion of the LEVI funding had been allocated to support a cross-footway charging solutions pilot. In addition, the LCRCA has applied for OZEV cross-pavement charging grant funding on behalf of its six constituent local authorities, including Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral. Subject to Grant Funding Agreement (GFA), it is anticipated that Halton Borough Council will receive approximately £200k to support participation in the pilot and to further assess options for expanding residential charging provision. This will allow the Council to bear some of the cost of installing a cross pavement channel by offering a grant to residents during the pilot.

3.7 The Council continues to receive requests from residents who do not have off-street parking but wish to own or use an electric vehicle.

3.8 Cross-pavement charging channels allow residents to charge an EV from a home charge point by routing the charging cable below the pavement surface, reducing risks to pedestrians, wheelchair users and other highway users.

3.9 Participation in the pilot will allow the Council to assess feasibility, safety, cost and suitability before considering any longer-term policy position.

3.10 **XPS Procedure**

A new service is proposed for the installation of pavement channels to allow residents to install a home electric vehicle (EV) charger and run the cable across the footway. The aim is to encourage and promote the transition to electric vehicles and support the move to Net Zero Carbon by 2030. The intention is to provide convenient and affordable charging for residents who have no off street parking and may otherwise be left behind in the transition to electric vehicles. This will encourage a faster switch to electric vehicles, which is critical to progress on Halton's climate and air quality goals. The proposal is to supply, install and maintain pavement channels for electric vehicle charging cables within the borough, focusing on areas with no off street parking. Enabling residents to charge at home will help residents to move from petrol/diesel vehicles to

electric/hybrid vehicles with the Government's 2030 deadline for the sale of new petrol and diesel vehicles to end.

3.11 The resident would pay the full cost of installing the channel expected to be around £1000 subject to site inspection, minus the Council pilot grant amount, expected to be £500 per household during the pilot. An annual fee to residents is proposed for the ongoing inspection and maintenance of the channel (and administration of the licence). In line with neighbouring authorities it is proposed this would initially be £100 and increase annually. In addition, the resident would need to fund the cost of a professionally installed Mode 3 EV charger (although government grants may be available to assist with the cost of this).

3.12 **Resident Application and Installation Process**
Residents wishing to participate in the cross-pavement charging pilot will be required to follow a defined application and installation process to ensure highway safety, legal compliance and eligibility for grant funding.

3.13 In December 2024, the government issued guidance on the installation of Pavement Channels for EV Charging Cables Cross-pavement solutions for charging electric vehicles - GOV.UK. Whilst this was a good starting point, there are a number of issues that have not been resolved, such as liability and maintenance of the channels, together with how and where they should be installed. Halton as Highway Authority has installed and evaluated a 'Kerbo' channel over the last 2 years Kerbo Charge - EV Charging Cable Channel | Charge Without a Driveway | As Seen on Dragons' Den. There are a number of other similar solutions on the market.

3.14 In order to allow residents to charge at home and utilise their option to choose a lower tariff to charge their vehicle overnight, the council is proposing to undertake the installation of pavement channels for charging cables, using a similar process to the current system used for dropped crossings. Residents will apply for a pavement channel and pay an initial fee of £200 for the assessment of the location, then pay the full cost of the installation of the channel, less any grant that maybe available. Then each year they will need to pay an annual fee of £100 for the installation to be checked and for the resident to provide evidence that they have adequate insurance cover in place, to indemnify the council against claims. These fees will be reviewed each year as part of the annual review of Fees and Charges. If the annual fee is not paid and/or the appropriate insurance cover is not in place, then the channel will initially be blocked off to prevent unauthorised use and ultimately it could be removed.

3.15 Following the installation of the channels, there will be a monitoring and evaluation period to review the effectiveness of the channels

and whether they are being utilised correctly and any challenges that have arisen.

3.16 The installation of a channel does not reserve a space outside a property for parking/charging.

3.17 Before the Council can agree to install a pavement channel, currently the resident or property owner will need to apply for **planning permission** to install an electric vehicle chargepoint. This will be particularly important for listed buildings and in conservation areas. In some places residents have already installed chargepoints, so they will need to apply for retrospective permission. The need for planning permission is currently under review by central government.

3.18 The installation of pavement channels will not be suitable in all locations as there are a number of safety requirements that need to be considered, such as:

- The location of other electrical equipment in the area (a vehicle charging cannot be within 2.5m of this equipment or another vehicle charging).
- Proximity to a junction.
- The presence of parking restrictions
- A charging cable channel already installed in an adjacent property.
- The location is not suitable on planning grounds for the installation of a chargepoint.

3.19 The resident will also need to check with Scottish Power Energy Networks (SPEN) that their current electrical supply to their property is suitable for the addition of an EV chargepoint. In some cases, an upgrade to the cutout may be required and some cases a new supply will need to be installed where a looped supply is identified (i.e. the supply from the electricity main to the property is currently shared between two properties).

3.20 The process will operate in the following order:

1. The resident applies to the Council for permission to install a cross-pavement channel and pays the £200 initial fee.
2. The Council undertakes eligibility, highways safety and technical checks and, where appropriate, issues conditional approval, subject to the installation of a home EV charge point.
3. The resident applies for charge point grant funding to government with evidence of the Council's conditional approval.
4. The resident receives conditional approval of the charge point grant.
5. The cross-pavement channel is installed by a contractor approved by, or acting on behalf of, the Council.

6. The home EV charge point is installed.
7. The resident submits the charge point grant claim following completion of the works.
8. Charge points installed prior to grant approval or before installation of a permanent cross-pavement channel will not be eligible for grant funding. This sequencing is intended to reduce the risk of unsafe charging practices, including trailing cables across the footway.
9. Participation in the pilot will be subject to residents entering into a legal agreement with the Council and providing evidence of appropriate insurance cover for the duration of the trial.

3.21 **Conditions and Controls**

Approval for a cross-pavement charging channel will be subject to conditions to ensure highway safety, accessibility and appropriate management of liability.

3.22 Key points:

- Each application is assessed individually; nearby or historic installations do not guarantee approval.
- Channels remain part of the public highway and may only be used for charging a private or light goods vehicle.
- Approval is conditional on the professional installation of a compliant home EV charge point; standard sockets are not permitted.
- Residents must maintain the channel, provide evidence of insurance, and may be liable for damage caused by misuse.
- The Council may refuse applications or remove channels if conditions are not met, reinstating the highway at the resident's cost.
- Full operational conditions and fees will be included in the resident application pack.

4.0 POLICY IMPLICATIONS

4.1 This report clarifies the Council's policy on running EV cables across the footway. The Council will not allow via licence or otherwise the free running of EV cables across the footway even with a protective mat and may take enforcement action in such cases. The scheme described for installation and use of XPS will be the only method allowed for home charging for those without access to off street parking. (Mats have been evaluated and are considered to offer a less safe, less consistent solution which would still require much of the licencing, insurance, inspection and fee burden associated with the cross pavement channels).

5.0 FINANCIAL IMPLICATIONS

5.1 LEVI funding of £1.053m is held by the LCRCA, with £47k allocated

to the initial cross-footway charging pilot. Additional Office for Zero Emission Vehicles (OZEV) grant funding is anticipated to continue the pilot subject to approval.

5.2 Participation in the pilot is expected to be grant-funded and resident funded, with no requirement for Council capital funding. OZEV funding is expected to available to support the proposals, providing approximately £500 per property.

5.3 Ongoing maintenance and potential removal of cross-pavement channels would be the responsibility of the Council, An annual resident fee is required to cover inspections, maintenance, insurance checks and removal costs.

5.4 Procurement and installation of the channels will be undertaken through existing highway contracts in a similar way to the process for dropped crossings.

5.5 **LEGAL IMPLICATIONS**
Residents requiring XPS will be required to enter into a legal agreement with the Council and provide evidence of appropriate insurance to mitigate third-party liability risks.

5.6 XPS Installation may require a Section 50 licence under the New Roads and Street Works Act 1991 or may be delivered by the Council under Section 115B of the Highways Act 1980.

5.7 The LEVI concession contract for public chargers will be between the LCRCA and the Charge point Operator, supported by an inter-authority agreement setting out delivery responsibilities.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Improving Health, Promoting Wellbeing and Supporting Greater Independence
None identified.

6.2 Building a Strong, Sustainable Local Economy
None identified.

6.3 Supporting Children, Young People and Families
None identified.

6.4 Tackling Inequality and Helping Those Who Are Most In Need
None identified.

6.5 Working Towards a Greener Future
None identified.

6.6 Valuing and Appreciating Halton and Our Community

None identified.

7.0 Risk Analysis

7.1 Key risks include pedestrian safety, liability exposure and infrastructure suitability. These will be managed through pilot controls, legal agreements, insurance requirements and regular inspections. On commencement of the project/pilot, a detailed risk register will be prepared, and appropriate mitigation measures will be identified by LCRCA and the project team.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 The pilot supports residents without private driveways who may otherwise be excluded from EV ownership.

8.2 All installations will be designed to minimise impacts on footway accessibility, including for disabled users.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 Improving access to EV charging infrastructure supports a shift to low-emission vehicles and contributes to reduced carbon emissions and improved air quality, in line with Council goals.

10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Government guidance for Local Authorities re On Street Charge point schemes
On-Street Residential Chargepoint Scheme guidance for local authorities - GOV.UK

Government guidance for Local Authorities re Cross Pavement Charging schemes
Cross-pavement solutions for charging electric vehicles - GOV.UK

Information from Energy Saving Trust re Cross-pavement Charging solutions.
Cross-pavement charging solutions - Energy Saving Trust

Guidance to help householders in the installation of electric vehicle chargers through explaining the costs, types of chargers, and permissions required.
Electric vehicle chargers - Electric vehicle charging - Planning Portal