

# Public Document Pack



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Tuesday 30 December 2025

## Notice of Meeting

Dear Member

### **Environment and Climate Change Scrutiny Panel**

The **Environment and Climate Change Scrutiny Panel** will meet in the **Council Chamber - Town Hall, Huddersfield** at **2.00 pm** on **Wednesday 7 January 2026**.

This meeting will be live webcast. To access the webcast please go to the Council's website at the time of the meeting and follow the instructions on the page.

The items which will be discussed are described in the agenda and there are reports attached which give more details.

A handwritten signature in black ink, appearing to read "S Lawton".

**Samantha Lawton**  
**Service Director – Legal, Governance and Commissioning**

Kirklees Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair/Clerk of their intentions prior to the meeting.

## **The Panel members are:-**

### **Member**

Councillor Andrew Cooper (Chair)

Councillor Musarrat Khan

Councillor David Longstaff

Councillor Matthew McLoughlin

Councillor Will Simpson

Councillor John Taylor

Kevin Evans (Co-Optee)

# Agenda

## Reports or Explanatory Notes Attached

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**Pages**

**1: Membership of the Panel**

To receive apologies for absence from those Members who are unable to attend the meeting.

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**2: Minutes of the Previous Meeting**

1 - 6

To approve the Minutes of the meeting of the Panel held on the 26<sup>th</sup> November 2025.

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**3: Declaration of Interests**

7 - 8

Members will be asked to say if there are any items on the Agenda in which they have any disclosable pecuniary interests or any other interests, which may prevent them from participating in any discussion of the items or participating in any vote upon the items.

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**4: Admission of the Public**

Most agenda items take place in public. This only changes where there is a need to consider exempt information, as contained at Schedule 12A of the Local Government Act 1972. You will be informed at this point which items are to be recommended for exclusion and to be resolved by the Panel.

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**5: Deputations/Petitions**

The Panel will receive any petitions and/or deputations from members of the public. A deputation is where up to five people can attend the meeting and make a presentation on some particular issue of concern. A member of the public can also submit a petition at the meeting relating to a matter on which the body has powers and responsibilities.

In accordance with Council Procedure Rule 10, Members of the

Public must submit a deputation in writing, at least three clear working days in advance of the meeting and shall subsequently be notified if the deputation shall be heard. A maximum of four deputations shall be heard at any one meeting.

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## **6: Public Question Time**

To receive any public questions.

In accordance with Council Procedure Rule 11, the period for the asking and answering of public questions shall not exceed 15 minutes.

Any questions must be submitted in writing at least three clear working days in advance of the meeting.

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## **7: LEVI Fund for Public Electric Vehicle Charging Points in Kirklees** 9 - 50

The Panel will consider the Local Electric Vehicle Infrastructure (LEVI) Fund for Public Electric Vehicle Charging Points in Kirklees Update.

Contact:  
Jason Smith, Electric Vehicle Project Manager

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## **8: Playable Spaces Update** 51 - 64

The Panel will consider the Playable Spaces presentation.

Contact:  
Catherine Little, Programme Manager  
Will Acornley, Head of Operational Services

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## **9: Work Programme 2025/26** 65 - 68

The Panel will consider its Work Programme for 2025/26

Contact:

Jodie Harris, Principal Governance and Democratic Engagement Officer



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Contact Officer: Jodie Harris

## KIRKLEES COUNCIL

### ENVIRONMENT AND CLIMATE CHANGE SCRUTINY PANEL

Wednesday 26<sup>th</sup> November 2025

Present:

Councillor Andrew Cooper (Chair)  
Councillor John Taylor  
Councillor Matthew McLoughlin  
Councillor Musarrat Khan  
Councillor David Longstaff  
Kevin Evans (Co-Optee)

In attendance:

Councillor Amanda Pinnock – Cabinet Member for  
Communities and Environment  
Nick Jenkin, Business Development Manager  
Katherine Armitage, Service Director for  
Environmental Strategy and Climate Change  
Will Acornley, Head of Operational Services  
Natalie Depledge, Keeping Britain Tidy  
Andrea Crump, Keeping Britain Tidy  
Councillor Jo Lawson

Apologies:

N/a

#### **18. Membership of the Panel**

No apologies for absence were received

#### **19. Minutes of the Previous Meeting**

The Panel considered the Minutes of the meeting of the Panel held on 8<sup>th</sup> October 2025.

**RESOLVED:** That the Minutes of the meeting held on 8<sup>th</sup> October 2025 be approved.

#### **20. Interests**

Councillor David Longstaff declared an 'other' interest in Agenda Items 7 and 8 (Minute No. 24 and 25) as a serving magistrate.

Councillor John Taylor declared an 'other' interest in Agenda Items 7 and 8 (Minute No. 24 and 25) as the Alternative Director for SUEZ (Kirklees) Limited.

## **21. Admission of the Public**

All items were considered in the public session.

## **22. Deputations/Petitions**

No deputations or petitions were received.

## **23. Public Question Time**

No public questions were received.

## **24. Litterpact Presentation**

The Panel considered an update from Natalie Depledge and Andrea Crump from Keeping Britain Tidy, who gave a presentation in respect of 'LitterPact' and the Love Where You Live' project. Councillor Amanda Pinnock, Cabinet Member for Communities and Environment was also in attendance and introduced the item.

The Panel were advised that;

- The Love Where You Live Heckmondwike project was introduced as a 12-month pilot which aimed to:
  - Reduce litter on the ground.
  - Change public attitudes toward littering and perceptions of tidiness.
  - Develop a blueprint for local authorities to replicate.
- The project was delivered by Keep Britain Tidy in partnership with Kirklees Council and major brands including Coca-Cola, KFC, Mars Wrigley, McDonald's, and Nestlé.
- Heckmondwike was selected because:
  - It represented a typical small northern town with a population of 18,000.
  - Half of its Lower Super Output Areas were among the most deprived.
  - It had clear geographic boundaries and moderate footfall.
- The project consisted of five strands:
  1. Monitoring and data collection.
  2. Behaviour change interventions.
  3. Marketing, communications, and PR.
  4. Community and business engagement.
  5. Political and local authority engagement.
- Baseline monitoring in Autumn 2024 included:
  - Two focus groups, a public perception survey, and a Local Environmental Quality (LEQ) ground litter survey.
  - Findings showed 56% of residents agreed they loved where they lived, 10% below the national average.
- Behaviour change interventions implemented included:
  - Bin It for Good – which incentivised bin use through donations to local causes, which reduced litter by 52%.
  - Still Littering – which targeted “leave behind” litter, reduced litter by 41%.
  - Bin Your Gum – which addressed gum littering with grant support, demonstrated up to 80% gum litter reduction in other areas.
- Marketing and PR activities achieved coverage in local and regional media, outdoor advertising, stakeholder emails, and social media campaigns.
- Community and business engagement involved:
  - Distribution of information packs.

- Launch of the 'Adopt an Area' scheme.
- School engagement and a Good Business Guide.
- Political engagement included:
  - Development of a best practice blueprint for other councils.
  - Planned launch at Keep Britain Tidy's Annual Network Conference.
  - National showcase at Westminster via the All-Party Parliamentary Group
- The next steps included:
  - Completion of remaining interventions.
  - Endline LEQ and perception research.
  - Development of a blueprint for replication.
  - Collaboration on a fly-tipping strategy.
  - Economic impact assessment of the project.

The Panel noted the presentation and during the subsequent discussion, raised the following questions and points.

- In response to a question from the Panel in relation to how the learning from the project could be applied in more rural areas, it was advised that the project demonstrated that building a strong evidence base was crucial to understanding the types of litter in an area and the right type of interventions to implement to best address this. Work was being undertaken to replicate the approach to data collection within the available resources when developing the new Fly-tipping strategy.
- In response to a question from the Panel in relation to engagement with the LGA and specifically the 'Neighbourhoods Policy Committee,' it was agreed that further contact would be made to see where the committee may support Keeping Britain Tidy to amplify similar messages on a national level.
- In response to a question from the Panel in relation to community engagement, it was advised that 14 areas had now been adopted and 8/14 of those community groups had signed up, been suitably trained with risk assessment carried out and a lending scheme for of litter picking equipment had been implemented.
- In response to a question from the Panel in relation to the 5 key workstreams, and whether the initial spend was high and how this would be followed up post-cessation of the campaigns it was advised that the expenditure for marketing would fall within the budget of a typical Communications Team and so were not particularly high. There had been a strong focus on shifting public perception as part of the project and a key outcome was to understand how people feel about the places that they live. It was highlighted that a positive aspect about working with Kirklees was that the Council were investing how to adapt a one-off project into a strategy in the long-term.
- In response to a question from the Panel in relation to the results presented it was confirmed that these were specific hyper local results.
- In response to a question from the Panel in relation to the marketing campaign the importance of strong communications about 'what is being done' to support changing public perception was highlighted. This was welcomed by the Panel as valuable to adding to a sense of pride which in turn improved outcomes for residents.

The Panel noted the 'Litterpact Presentation' and special thanks was extended to the officers from Keeping Britain Tidy for their attendance at Panel. It was recommended that;

## **RESOLVED:**

1. The final outcomes of the 'Love Where You Live' Heckmondwike project be shared with the Panel on completion.
2. Contact be made with the LGA 'Neighbourhoods Policy Committee' to identify how they may work in partnership with Keeping Britain Tidy to amplify similar messages on a national level.

## **25. Solutions to Fly-tipping**

The Panel considered a presentation in respect of Solutions to Fly-tipping, which was presented by Katherine Armitage, Service Director for Environmental Strategy and Climate Change. Councillor Amanda Pinnock, Cabinet Member for Communities and Environment was in attendance and introduced the item.

The Panel were advised that:

- Fly-tipping was the illegal dumping of waste on land without a licence, ranging from small bags to truckloads.
- It was identified as a criminal offence causing environmental damage, public health risks, and significant clearance costs.
- Responsibility for clearance varied, with Councils typically managing public land and the Environment Agency handling large-scale/hazardous waste and organised crime. Private landowners were responsible for their land.
- National trends showed:
  - A 20% increase in fly-tipping over five years.
  - 60% of incidents involved household waste, with highways being the most common location (37%).
  - The most frequent size was a small van load (31%).
  - Annual costs exceeded £100 million.
  - Enforcement actions and fixed penalty notices had decreased, despite higher-than-average court fines.
- Benchmarking indicated:
  - The national average was 20 incidents per 1,000 residents.
  - Kirklees was slightly below this at 18.8 incidents per 1,000 residents.
  - Every ward in Kirklees had at least one hotspot, with Greenhead, Crosland Moor and Netherton, Dewsbury West, and Newsome having the highest concentrations.
  - Fly-tipping incidents in Kirklees had increased, with projections showing further rises.
- Focused action reduced the backlog:
  - From 1,401 cases in September 2025 to 546 cases.
  - Response times improved from 12 weeks to 4 weeks.
  - CCTV and enforcement were acknowledged as useful but limited due to legal compliance, resource intensity, and evidence requirements.
- Evidence-based action emphasised reducing demand, not just clearing waste. Seven critical areas were identified, five of which councils could influence:
  1. Providing householders with information.
  2. Making disposal easy.
  3. Impactful enforcement.
  4. Evidence-based policies.
  5. Supporting a circular economy.

- A Fly-tipping and Litter Strategy was developed with officers, members, and communities, focusing on behaviour change, education, engagement, enforcement, and clearance. Work had begun with Keep Britain Tidy.
- Cross-service collaboration was planned, involving multiple council departments, elected members, and community groups.
- Proven interventions included Crime Scene Investigation Tape and Social Impact Stencils.
- The short to medium term plan was to implement proven interventions and develop a data-driven strategy.
- In the medium to long term, plans were to fully implement the strategy with annual action plans.

The Panel noted the presentation and, during the subsequent discussion, raised the following questions and points.

- In response to a comment from the Panel in relation to benchmarking, it was noted that in benchmarking on a local level there may be significant differences by area and that it was important to understand this.
- In response to a comment from the Panel in relation to the target for fly-tipping reduction it was noted that it was important to be more ambitious and the Panel recommended that this be set at 0%.
- The Panel noted concerns that the closure of Nab Lane Household Waste Facility and collection costs had made bulky waste disposal harder for residents. It was advised that discounted bulky waste collections were available, but awareness needed improvement and refreshing discounts could encourage proper disposal routes.
- In response to a question from a member of the Panel in relation to the member engagement workshops, it was agreed that Will Acornley, Head of Operational Services would meet with Councillor Taylor.
- In response to a question from the Panel in relation to displacement and how this was measured, it was advised that fly-tipping hotspots had been monitored around areas where interventions had been implemented to check for increased fly-tipping and potential displacement.
- In response to concerns raised by the Panel around the potential effect of social impact stencils on residents, it was advised that a perceptions survey had been planned to understand residents' views, alongside an impact survey, and that public perception and impact would be balanced in the approach.
- In response to questions from the Panel in relation to the financial impact of fly-tipping, it was noted that the exact costs were difficult to quantify due to multiple factors, including team costs, disposal costs, environmental and community impact, and multi-agency costs. It was agreed that Will Acornley, Head of Operational Services, would share the response to a recent Freedom of Information request with the Panel.
- In response to a question from the Panel in relation to why fly-tipping incidents had increased, it was advised that this may have been due to people using unlicensed providers to dispose of waste, the influence of social media culture, and the wider issue of overconsumption.
- In response to a question from the Panel in relation to sentencing, it was highlighted that there had been a need to raise awareness of the impact of fly-tipping on councils and communities within the Courts.

- In response to a question from the Panel in relation to enforcement, it was advised that five enforcement officers had been in post and were making a real difference. The Panel had been invited to visit the team to see the work on the ground.
- In response to a question from the Panel in relation to the data, it was noted that understanding the number of fly-tipping incidents and the volume of rubbish in each would be helpful, and it was agreed that this information would be provided to the Panel.
- In response to comments from the Panel in relation to supporting vulnerable households, it was noted that the student population should be included at the start of term and throughout, and that it was important to work with landlords regarding their responsibilities.
- It was noted that Keeping Britain Tidy had presented their Fly-tipping action plan to Parliament recently. This included recommendations in relation to sentencing, and guidelines and it was agreed that this would be shared with the Panel.
- In response to comments from the Panel in relation to sentencing, it was recommended that concerns be fed back to the LGA to support raising the voice of local government.
- The Panel welcomed news that the backlog had been cleared and expressed thanks to officers for their hard work in addressing this. It was further recommended that engagement with scrutiny continue throughout the development of the strategy and prior to Cabinet approval.

Under the provision of Council Procedure Rule 36 (1), the Panel received representations from Councillor Jo Lawson.

The Panel noted the update Solutions to fly-tipping, and it was recommended that:

**RESOLVED:**

- (1) Communications in relation to 'Bulky Waste' Collections discounts be refreshed to raise awareness of the offers.
- (2) Will Acornley meet with Councillor Taylor in relation to the member engagement workshops.
- (3) Data showing the number of fly tipping incidents/volume of rubbish in each fly-tip be included and provided to the Panel.
- (4) Engagement with scrutiny continue throughout the development of the strategy and prior to Cabinet approval
- (5) Concerns around sentencing be fed back to the LGA to support raising the voice of local government.
- (6) Keeping Britain's Tidy Fly-Tipping-Action Plan be shared with the Panel.
- (7) A Panel visit to the Enforcement team be arranged via the Governance Officer.

**26. Work Programme 2025/26**

The Panel reviewed its Work Programme for 2025/26 and the following items were put forward for inclusion:

**RESOLVED:**

- (1) An update on net 0 targets

**KIRKLEES COUNCIL**

**COUNCIL/CABINET/COMMITTEE MEETINGS ETC**

**DECLARATION OF INTERESTS**

Environment & Climate Change Scrutiny Panel

Name of Councillor

Item in which you have an interest	Type of interest (eg a disclosable pecuniary interest or an "Other Interest")	Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N]	Brief description of your interest

Signed: .....

Dated: .....

## NOTES

### Disclosable Pecuniary Interests

If you have any of the following pecuniary interests, they are your disclosable pecuniary interests under the new national rules. Any reference to spouse or civil partner includes any person with whom you are living as husband or wife, or as if they were your civil partner.

Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.

Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.

Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -

- under which goods or services are to be provided or works are to be executed; and
- which has not been fully discharged.

Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.

Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.

Any tenancy where (to your knowledge) - the landlord is your council or authority; and the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.

Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -

(a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and

(b) either -

the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or

if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

## COVER NOTE FOR ENVIRONMENT AND CLIMATE CHANGE SCRUTINY JAN 2026

### Local Electric Vehicle Infrastructure (LEVI) Fund for Public Electric Vehicle Charging Points in Kirklees

**Original Cabinet Meeting Date:** May 2025

**Addendum Submission:** For Scrutiny E&CC Panel

**Report Author:** Jason Smith – Electric Vehicle Project Manager

**Portfolio Holder:** Cllr Moses Crook (Transport) / Cllr Tylor Hawkins (Climate Change)

#### 1. Purpose of the Addendum

This addendum provides Scrutiny with an update on the LEVI programme progress following Cabinet approval in May 2025. The Cabinet paper is attached as Appendix 1. Below includes confirmation of the appointed delivery partner, current commercial arrangements, site development for Phases 1 and 2a, and the anticipated delivery timetable.

**The Local Electric Vehicle Infrastructure (LEVI) Fund** is a Government-backed scheme designed to support local authorities to accelerate the delivery of public electric vehicle charging infrastructure, particularly in areas where residents do not have access to off-street parking. The programme promotes a commercial delivery model, combining public grant funding with private investment, to ensure infrastructure is scalable, financially sustainable, and aligned with local decarbonisation and transport objectives.

#### 2. Summary of Key Updates Since Cabinet Approval

- Contract awarded to Blink UK by WYCA, committing them to deliver 148 public EV charge points across Kirklees for Phase 1 of the programme.
- Contract with Blink UK signed July 2025.
- A pricing strategy is now agreed with WYCA and Blink UK to keep public charging tariffs as low as operationally possible. This is attached as Appendix 2.
- Engagement and negotiation work is ongoing with stakeholders regarding Phase 1 sites and the treatment of parking fees in Pay and Display car parks.
- Phase 2a site selection now follows an agreed principle focused on areas of densely terraced housing, aligned with analysis undertaken with the Energy Saving Trust.
- A site boundary map (Phase 2a polygons) has been agreed with the Executive Director of Place and portfolio holders Cllr Crook and Cllr Hawkins.
- Ward engagement is planned once a full site list has been drafted early in the New Year.
- High-level and detailed design is expected in February, with first installations beginning March/April 2026, delivered on a rolling basis over the following 12 months.

### **3. Commercial Update**

#### **3.1 Appointment of Provider**

Following procurement via the West Yorkshire Combined Authority framework, Blink UK has now been appointed as the delivery partner for the LEVI programme in Kirklees. The contract was formally signed in July 2025. Under the agreement, Blink is required to provide a minimum of 148 charging points across the approved phases.

#### **3.2 Pricing Strategy**

A joint pricing strategy has been agreed between Kirklees Council, WYCA, and Blink UK. The strategy sets out tariff thresholds designed to ensure charging remains as affordable as possible. All LEVI suppliers may set the tariffs, but they must not exceed a 25 p/kWh margin (ex- VAT) above their underlying electricity cost. Smart/time- of- use tariffs are encouraged (e.g. lower rates overnight).

Suppliers may implement pre- authorisation holding fees or overstay fees, but these must be proportionate and reasonable. Local parking or penalty fees by districts are allowed but should not discourage usage. There is recognition that public EV charging points incur a higher VAT rate (20%) compared to home charging (5%). This difference means public charging cannot match home tariff levels, though the intention is to keep them as close as operationally feasible.

### **4. Site Development and Engagement**

#### **4.1 Phase 1 Sites**

Engagement is ongoing with key internal and external stakeholders to finalise operational considerations at Phase 1 locations. The Cabinet paper allowed delegated authority to Strategic Director to agree the final site list, numbers, and types of charge points at each location and flexibility of up to ten additional sites from those listed in the paper, as we agree final numbers in car parks. We also have a small number of on-street charging points in preparation for Phase 2. A general position is being developed regarding parking charges at Pay and Display sites where EV bays will be installed, ensuring consistency across the estate and while encouraging usage by customers.

#### **4.2 Phase 2a Site Selection Principle**

Phase 2a requires the Council to position more charging on-street in our local neighbourhoods. With this in mind, we will target areas of dense terraced housing, identified through geographic and socio-housing analysis work undertaken with the Energy Saving Trust. The spatial polygons forming the Phase 2a procurement have been agreed with the Executive Director of Place, Cllr Crook, and Cllr Hawkins. These areas are shown in Appendix 3.

#### **4.3 Ward Engagement**

A full site list for Phase 1 will be circulated to ward members in early 2026. Engagement will seek local insight, accessibility considerations, and feedback on site priorities before designs are finalised.

### **5. Delivery Timeline – Phase 1**

- January 2026: Finalise draft site lists for Phases 1 and agree with Strategic Director/Portfolio Holder and supplier.
- February 2026: High-level and detailed design work completed with the provider.
- March–April 2026: Beginning of on-street and off-street installation.
- April 2026–April 2027: Staggered installation of the full portfolio of 148 chargers.

## **6. Risk, Legal and Financial Implications**

### **6.1 Risk Implications**

Key risks relate to supply chain availability, electrical infrastructure constraints, site feasibility challenges, and potential delays in approvals from stakeholders. Mitigations include early design engagement, phased rollout, and active liaison with distribution network operators – in our case, Northern Power Grid.

### **6.2 Legal Implications**

The contract with Blink UK follows WYCA procurement framework requirements. Legal considerations include landowner permissions, parking regulation compliance, and adherence to highways legislation. Legal Services are supporting site/lease agreements while Highways' colleagues are supporting permit arrangements.

### **6.3 Financial Implications**

The LEVI funding allocation from WYCA covers the majority of capital expenditure, supplemented by private investment from Blink UK. Ongoing operational costs will be managed through the concession model. Tariff-setting considerations will ensure affordability while maintaining financial viability. The Council is also in receipt of Capability funding that is supporting a portion of the work required to deliver the project. The Council is working with WYCA to agree more resource funding, as the current amount is not sufficient to cover all requirements.

## **7. Appendices**

Appendix 1: LEVI Cabinet Paper – May 2025.

Appendix 2: Customer Pricing Strategy Phase 1 LEVI.

Appendix 3: Phase 2a geographic polygons for procurement.

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**Report title: Local Electric Vehicle Infrastructure (LEVI) Fund for public Electric Vehicle charging points in Kirklees.**

<b>Meeting</b>	<b>Cabinet</b>
<b>Date</b>	<b>May 2025</b>
<b>Cabinet Member</b> (if applicable)	<b>Cllr M Crook (Transport)</b>
<b>Key Decision Eligible for Call In</b>	<b>Yes Yes</b>
<p><b>Purpose of Report:</b></p> <p>To inform Cabinet of the LEVI Project, the total value of the capital grant from WYCA will be £2,494,389 and for this to be added to the Capital Plan for Place. To note that this will be supplemented by approx. 50-60% additional investment from private providers, both for initial installation and ongoing revenue costs for the duration of the contract. This will lead to a total investment of approx. £3.8m for the district.</p> <p>To accept grants in two tranches of £282,000 (Phase 1) and £2,212,389 (Phase 2) (“the LEVI Project”) from West Yorkshire Combined Authority (WYCA) to fund the installation of Electric Vehicle charge points in Kirklees. Total grant fund is £2,494,389.</p> <p>To note the creation of a procurement framework for Electric Vehicle Charge Point providers by WYCA, the use of the West Yorkshire Procurement Framework to appoint a provider (or providers) to deliver the LEVI project in West Yorkshire and specifically charge points in Kirklees.</p> <p>To delegate authority to Officers to make decisions relating to the project to bring it to delivery and completion.</p>	
<p><b>Recommendations</b></p> <ul style="list-style-type: none"> <li>• Cabinet to delegate authority for the LEVI fund to be added to the Capital Plan, the value of which will total £2,494,389.</li> <li>• Cabinet to note the sites included in Phase 1, set out in Section 2 of this report, and authorise the use of these sites for delivery of Phase 1.</li> <li>• Cabinet to delegate authority to Executive Director of Place (in consultation with the Portfolio Holder) to identify and agree up to 10 additional off-street sites for Phase 1, if for whatever reason, the agreed sites in Phase 1 as set out in section 2 of this Report, are not deliverable or additional funding becomes available.</li> <li>• Cabinet to delegate authority to the Executive Director for Place (in consultation with the Portfolio Holder) to agree number, type and speed of any EV charge point on any site (Council owned land) or land constituting adopted highway (“the Highway”) for the delivery of the LEVI project.</li> </ul>	

- Cabinet to delegate authority to Executive Director for Place (in consultation with the Portfolio Holder) to identify and authorise the use of Council owned land, including off street parking places and in the Highway for Electric Vehicle charging infrastructure leading to the installation of EV charge points in Phase 2.
- Cabinet to delegate authority to Executive Director for Place (in consultation with the Portfolio Holder) to determine if a car parking fee or a parking permit to be required for the use of EV charging should be applicable and to make amendments to the Parking Places Order (s) and/or a Traffic Regulation Order or Temporary Traffic Regulation Order to facilitate a charging strategy for any site or sites.
- Cabinet to delegate authority to Service Director – Development to negotiate and agree terms for leases of Council land and agreements for positioning equipment on the Highway including the actual location of the charge points, consideration payable, terms of the agreement and area of demise for any sites included in the LEVI project.
- Cabinet to note the procurement process conducted by WYCA and to delegate authority to Service Director Environmental Strategy and Climate Change to contract with the selected Provider(s) for the LEVI project, respectively.
- Cabinet to delegate authority to the Service Director – Legal, Governance and Commissioning to enter into all agreements necessary to affect those arrangements referred to above.

### **Reasons for Recommendations**

- The Council is receiving a portion of a government grant which will be supplemented by investment from the private sector. The council will not use its own capital to support the project. The project is expected to attract significant investment.
- The procurement phase of the project has been managed by WYCA with an agreed framework of six providers through the two phases. This will reduce the time to procure the providers for Kirklees and this is the preferred approach for the Department for Transport.
- EV charging is a key component within the decarbonisation of the transport sector. This is a vital component of the West Yorkshire region and Kirklees Council target to be net zero/climate ready by 2038. In addition, the switch to zero emission vehicles will produce improvements in air quality with the associated improvements in public health.

**Resource Implication:** LEVI grants to be provided in two tranches of £282,000 (Phase 1) and £2,212,389 (Phase 2) from West Yorkshire Combine Authority (WYCA) to fund the installation of Electric Vehicle charge points in Kirklees. Total grant fund is £2,494,389. No Council match funding is required.

Existing Council Officer resources in a variety of teams will be required to deliver the project, however, these demands can be met within existing resource capabilities of the teams. A revenue grant as part of the LEVI funding is currently being used to fund part of the Project Management team and external Legal support to deliver this and other EV related projects within Environmental Strategy and Climate Change.

No additional Council capital or revenue is required to deliver the project, although there is a revenue loss implication where Pay and Display car parks are used as sites.

**Date signed off by Executive Director & name.**

**David Shepherd – 24/04/25**

**Is it also signed off by the Service Director for Finance?**

**Kevin Mulvaney – 24/04/25**

**Is it also signed off by the Service Director for Legal and Commissioning (Monitoring Officer)?**

**Samantha Lawton – 24/04/25**

**Electoral wards affected: All Wards. Note, for phase 1 (expected in 2025),** eleven wards will be affected, and these are: Almondbury, Batley East, Crosland Moor and Netherton, Dalton, Denby Dale, Dewsbury East, Dewsbury South, Golcar, Holme Valley North, Liversedge and Gomersal and Newsome.

The expectation is that all electoral wards will be affected by Phase 1 and Phase 2 of the project.

**Ward councillors consulted:** Ward councillors in the affected wards will be engaged with regarding the project through the Council's communication channels. The communication team will send out information specifically to ward councillors affected by the project and the EV team will be on hand to support. As Portfolio Holders for Transport and Environment, Councillor Crook and Councillor Ahmed have been consulted for their views on the proposed scheme, and both were in favour.

**Public or private:** The report will be open to the public without any exemptions.

**Has GDPR been considered?** This report has no implications on The Data Protection Act 2018 and the UK GDPR legislation.

## **1. Executive Summary**

The UK government's roadmap for electric vehicle (EV) infrastructure is a key part of its broader strategy to achieve net-zero carbon emissions by 2050. Transport is the largest contributor to UK greenhouse gas emissions, with cars alone responsible for over half of transport-related emissions. To address this, the government has committed to ending the sale of new petrol and diesel vehicles by 2030 and ensuring all new cars and vans are fully zero-emission at the tailpipe by 2035. Central to this transition is a tenfold increase in public chargepoints, aiming for 300,000 by 2030. To support this, several funding initiatives are in place: the £450 million Local Electric Vehicle Infrastructure (LEVI) Fund, which helps local authorities install thousands of chargers, particularly in areas without off-street parking; the Rapid Charging Fund, which focuses on deploying high-powered chargers along motorways and major roads; and the Workplace Charging Scheme, which supports businesses in installing EV charge points for employees. Alongside these investments, the government has introduced legally binding targets to ensure that a growing share of new vehicles sold each year are zero-emission. By expanding charging infrastructure and incentivising EV adoption, the UK aims to make the transition to cleaner transport both practical and accessible, reinforcing its commitment to a net-zero future.

The decarbonisation of the transport sector is also an important part of the West Yorkshire region and Kirklees Council target to be net zero/climate ready by 2038. In addition, the switch to zero emission vehicles will produce improvements in air quality with the associated improvements in public health.

As the number of electric vehicles (EV) on the road continues to grow, the need to provide sufficient charging infrastructure is increasing, particularly to support those without access to a driveway. It is expected that as part of a growing network of EV charge points will be located in public spaces and the Highway. Councils will be required to meet the growing need of EV drivers locally, but also to make sure that a lack of confidence in being able to access charging facilities will not present a barrier to people switching to electric vehicles and achieving the associated environmental benefits. These are usually charge points that are not immediately commercially viable.

To support this, the Department for Transport (DfT) are providing local authorities funding to deliver publicly accessible infrastructure through the Local Electric Vehicle Infrastructure (LEVI) scheme with £343 million capital and £37.8 million revenue resource funding over the next two financial years through the LEVI Fund.

The LEVI Fund is being allocated to Tier 1 local authorities in England. The LEVI Fund is primarily targeted at addressing the need for EV charging in areas with lower levels of residential off-street parking, as EV owners who park on-street will need to rely more heavily on the public charging network. The variables selected to allocate LEVI funding looked to reflect this need.

Currently, certain areas of the UK are further ahead in the development of charging networks than others. The allocation model of LEVI reflects this aspect to ensure that provision is developed equally.

As a result, West Yorkshire Combined Authority (WYCA) has been awarded grants of £1.5 million (Capability/Revenue) and £14.33 million (Capital) from the LEVI fund. WYCA have decided to break the project into two phases to enable learning to be gained from the first phase, through a smaller initial allocation of capital, and then to deliver the bulk of the charge points in the second phase, using lessons learned from phase 1.

All the five districts of West Yorkshire have been allocated an equal share of £282,000 for phase 1. Kirklees has been awarded £2,212,389 million for phase 2 - this is based on a criteria established by the University of Leeds research as mentioned later in the report. The fund requires us to work with private sector EV charging providers to install charge points using the funding provided. The private sector is expected to provide additional investment for installations while being responsible for any on-going costs associated with its upkeep – such as maintenance and asset management.

The project will deliver charging infrastructure in areas which are currently deemed to be 'non-commercially viable' to the private sector – namely due to the phased introduction of EV's in the UK and the local region. LEVI is designed to bring the infrastructure closer to densely terraced areas, which will instil confidence in residents to look at EV's as alternatives to internal combustion engine vehicles.

WYCA has collaborated with the Council and the other districts of West Yorkshire to agree on a framework - to which there are six appointed providers. A Provider will be appointed via call off from the Framework to deliver phase 1 for all West Yorkshire. The mechanism for appointing a provider or providers for Phase 2 has not yet been agreed.

These chargers will be delivered in Phase 1 in Council parking areas and car parks, with some on street locations, while subsequent phases to explore on-street charging options. A delivery plan is attached as Appendix 1.

All electoral wards will be affected by the project and all the councillors of these wards will be engaged throughout delivery.

## **2. Information required to take a decision.**

LEVI is a DfT funded project of £450 million designed to provide low-powered EV charging infrastructure into densely terraced and rural areas that may be 'left behind' in the EV transition due to a lack of commercial viability. Of this fund, WYCA has been awarded a total £15,826,000 million to support the five districts of West Yorkshire. Each district will get a share of the funds according to the criteria established by the University of Leeds research where considerations included – population density, areas of low off-street parking, vehicle ownership and commuting patterns.

WYCA have been informed by DfT that LEVI should be predominantly used to support on-street charging infrastructure across West Yorkshire, but we can, with justification, use the fund to support local car parks. The funding mechanism proposed to support best investment, will require the Council to enter a 15-year contract with EV charge point provider and in exchange for a land lease, the provider will be responsible for any ongoing costs associated with the upkeep of the charging infrastructure. A set of robust KPI's will be created to support our contract management process throughout the contract duration and they will be supported by the new [Public Charge Point Regulations 2023](#).

WYCA applied for the grant on behalf of the five districts of West Yorkshire and are required to lead on procurement. To support the procurement of commercial charge, point providers, it was agreed that the creation of a West Yorkshire Electric Vehicle Charging procurement framework, as the most suitable way to deliver the project. In Summer 2024, 6 providers were granted a place on the framework. Councils can utilise the framework for various EV charging requirements, but the total framework value shall not exceed £50m.

The Framework Contract will be for a five (5) year term commencing on 09 September 2024. The tendering process, bidding and evaluation of bids is managed by WYCA.

The aims of the project include enabling and accelerating an EV charging network, 'right charges in right places,' support wider transport decarbonisation goals and reducing inequalities in access and ensure good coverage across Kirklees. The project will deliver charging infrastructure in car parks in all electoral wards.

### **Phase 1**

LEVI phase 1 is expected to begin delivery in Summer 2025, and the Invitation to Tender (ITT) was completed in December 2024, using the WYCA EV framework. Our funding of £282,000 is expected to gain an additional 58% investment from the chosen charge point operator across twenty-three identified sites listed below. These sites are made up of Kirklees owned land locations. Kirklees will have just four on-street charging locations in Phase 1 while we establish the WYCA on-street charging standards and explore other technologies through CRSTS funding.

We have identified three priority locations (highlighted below), and these must be delivered as a minimum.

Location	Speed	Number of Actual bays	Site Type
Springwood, Spring Wood Street, Huddersfield	Fast/Rapid	TBC	P&D
New Street Car Park, Lupton Square, Honley, Holmfirth	Fast	TBC	Currently Free
Shaw Cross Community Centre, Dewsbury	Standard	TBC	None Parking Service Site
New Way Long Stay Car Park, Batley	Standard	TBC	New P&D
High Street Car Park, Birstall	Fast	TBC	New P&D
Camroyd Street Car Park, Dewsbury	Fast	TBC	P&D
17 Carlisle Cl, Meltham, Holmfirth	Fast	TBC	New P&D
25 Station Rd, Holmfirth	Standard	TBC	P&D
99 College St, Crosland Moor, Huddersfield	Standard	TBC	None Parking Service Site
Wellington Road West Library Car Park, Dewsbury	Fast/Rapid	TBC	P&D
4 John St, Milnsbridge, Huddersfield HD3 4NW	Fast	TBC	Currently Free
48 George St, Cleckheaton	Standard	TBC	None Parking Service Site
King's Bridge Road Car Park, Huddersfield	Fast	TBC	P&D
39 King St, Heckmondwike WF16 9LN	Standard	TBC	None Parking Service Site
Meltham Road Car Park, Netherton	Fast/Rapid	TBC	Currently Free

Field Lane Long Stay Car Park, Batley	Standard	TBC	New P&D
War Memorial Car Park, Denby Dale	Fast	TBC	Currently Free
CO-OP Car Park, Skelmanthorpe	Standard	TBC	Currently Free
Church Street Car Park, Emley	Fast	TBC	Currently Free
57 Harpe Inge, Huddersfield	Standard	TBC	On-Street Parking
10 Warton St, Liversedge	Standard	TBC	On-Street Parking
59 School St, Moldgreen	Standard	TBC	On-Street Parking
28 Mains Ave, Cowersley	Standard	TBC	On-Street Parking

A total of 148 bays will be set aside for Phase 1 of the project with total annual income at approx. £27,700 and £415,500 over 15 years. This represents 3.8% of the total number of car parking bays (5,751) within Kirklees.

There will be a loss of income to Parking in affected pay and display car parks. However, we expect some income from the project as it has been agreed via the WYCA framework that each bay will be leased out as following income to the Council:

Speed of charger	Fee received per bay per annum
Standard	£130
Fast	£160
Rapid	£1,200

Legal and Property Services will work together to map out and draw red line boundary plans of the areas affected. Providers will need to enter into a lease with the Council for each site before any equipment is installed.

Leases will be for a duration of 15 years. At the end of the term the Council will either negotiate the grant of a further lease or ask the providers to remove the equipment and 'make good' on the sites.

There is flexibility built into the contract terms to reprofile the types and numbers of charge points in any location based on need and changes in circumstances – the incumbent provider is supportive of this also. This can be supported with Ward Councillor/Portfolio Holder support. Delegated authority is sought so that the Executive Director for Place (in consultation with the Portfolio Holder) can make the final decision on the number, type, and location of any charge points in any site or sites. However, the total number of Charge Points must be delivered by the contractor between the identified sites or in the vicinity of the identified sites.

There is also flexibility built into the contract to collaborate with the provider to determine if a car parking charge or if a permit is required to park in any charging bay. Delegated authority is sought so that the Executive Director for Place (in consultation with the Portfolio Holder) can determine the parking charge/permit strategy for any given site.

## **Phase 2**

As previously noted, the LEVI project is split into two phases. Phase 2 is also split into two monetary phases – Phase A and Phase B. Each monetary value is 50/50 split of £2,212,389.

We expect that Phase 2 will feature sites predominately in on-street locations where there are many terraced properties and where on-street parking is at a premium.

These sites will be dependent on the funding selection criteria and officers will collaborate with the Executive Director for Place (in consultation with the Portfolio Holder) and Strategic Director and Portfolio Holder/Ward Councillors to determine final site selection. Sites will be determined in the back half of 2025, for delivery in 2026/27.

### **3. Implications for the Council**

#### **3.1 Council Plan**

This project is linked to the third priority of the council priorities for 2025/26 which focuses on thriving people and communities – now and over the longer term. Council will work with businesses and community groups in local places to support their efforts to build safe, clean, and green places where people want to live, work, and visit.

This programme is directly related the Council's Top Tier Environment Strategy - 'Kirklees on the Move' theme ([Kirklees on the move | Environment Strategy | Kirklees Council](#)). It is a key action from the Council's Climate Change Action Plan [Climate Change Action Plan for Kirklees](#) and Air Quality Action Plan ([Kirklees Air Quality Action Plan](#))

Air Quality is a significant local issue in Kirklees. Breathing in polluted air causes health impacts such as respiratory and heart diseases. The Air Quality problems we have in Kirklees are mainly caused by emissions of Internal Combustion Engine (ICE) vehicles. Transport is the highest emitting sector in West Yorkshire, accounting for 44% of all CO2 emitted and these emissions are dominated by road transport which accounts for 89% of transport related emissions in West Yorkshire. Kirklees declared a climate emergency in 2019 with an ambitious emission reduction target of committing the borough to achieving net-zero carbon by 2038.

The Council encourages the move from ICE vehicles to low or ultra-low emission vehicles by supporting the installation of charging infrastructure of electric vehicles (EV).

Phase 1 of the project is designed to deliver electric vehicle charging infrastructure to car parks close to densely terraced residential areas. By bringing the infrastructure to these areas, it will encourage residents to buy cleaner and ultra-low emitting vehicles. The areas chosen for the project are not commercially viable and will not attract private charge point providers in the short run.

#### **3.2 Financial Implications**

In Phase 1 the majority of EV infrastructure will be installed in car parks. Twenty car parks have been earmarked for the project, nine of which are currently chargeable as Pay & Display Car Parks. At the present time, it is intended that Kirklees will not charge a parking fee for the use of a parking bay whilst a vehicle is charging. The impact will be a reduction in the revenue for the parking service at these, as there will be fewer parking bays in car parks to charge a parking fee. EV will generate revenue through FIXED bay fees or a 10% revenue share, whichever is greater for each financial year. The project is looking at installing many low powered charge points of 7Kw (standard) and 22Kw (fast) which generate low income, so we expect the bay fees to be our income source for much of the project. As stated in the table above, charge point providers will be charged a minimum annual fee of £130/£160/£1200 per bay dependant on the speed deployed. 148 bays will be set aside for this phase of the project and that will generate approx. £27,700 and £415,500 over 15 years.

If any other fees are required for implementation of the infrastructure, these will be an additional income to the Council and will be met fully by providers. Any ongoing revenue costs for the chargers will be met by the provider for the full duration of the 15-year contract. As noted above, there is flexibility within the Contract to continue to charge a parking fee or require a permit to charge within a bay allocated for EV Charging. The Executive Director for Place (in consultation with the Portfolio Holder) determine the parking fee strategy for any site or sites.

However, the revenue generated may not offset revenue lost by parking. For example, Springwood is a heavily used car park and income lost would be significant. It is estimated that in our pay & display car parks, we may reduce income in car parks by up to £47,219.58 a year. Adding in additional income to areas where we do not currently have P&D, we have a net loss of approx. £19,500 per annum for Phase 1.

Sites will require further negotiation, as these have been proposed by the supplier at this stage, and we have an opportunity to negotiate where chargers are located.

There does have to be a long-term view that EV charging will need to be deployed in our car parks in the future, as EV uptake becomes more prevalent, it's a strategic fuelling point for our residents and allows them to choose an EV over a conventional ICE vehicle. If we do not have assistance from the LEVI fund to install these, the costs to the Council could increase significantly as we may have to fund 100% of the installation cost and pick up any ongoing revenue costs for the equipment for the life of the asset.

### **3.3 Legal Implications**

The council will lease land to charge providers for a term of 15 years. The Legal team will draft the leases for the bays used for charge point infrastructure. These will take into consideration the infrastructure installed and commitment to its removal at the end of the term. There is additional requirement to negotiate on site locations with the provider in advance of signing contracts. Due to resource requirements and the volume of work arising The Legal team would look to outsource the legal work to a firm of solicitors on one of the available Solicitors Frameworks. Financial resources are earmarked for legal costs to assist with these matters.

The call-Off Agreement contains standard termination provisions, which include the ability of the Council to terminate the Call-Off Agreement on notice if the Supplier suffers an "Insolvency Event". If that occurs, clause 26.2(c) says that the Council can, at its option,

either require the title to all above ground assets to be transferred to the Council or require the Supplier to remove all equipment.

### **3.4 Economic resilience**

This project is designed to provide charging points for residents who do not have access to off-street parking. It will ensure that charging infrastructure is not a barrier to acquiring EVs for those in rural areas and terraced properties. This will ensure that all residents have equal access to chargers as EVs become more affordable to the average family. In the long-run, CO<sub>2</sub>/NO<sub>x</sub> emissions will be reduced, which is a strategic goal of the Council.

## **4 Consultation**

There has been consultation with internal stakeholders: Highways, Property Services, Legal, Procurement, Parking and Corporate Landlord.

WYCA conducted a county wide consultation in summer, and it highlighted the need for such a project. Legal and Procurement have approved and signed off the call-off contract and framework agreement. Legal will be responsible for signing the funding agreement when it is ready.

The project team has received advice from Highways, Property Services, Parking and Corporate Landlord regarding the areas to install the infrastructure and how it will affect council assets such as land.

## **5 Engagement**

The infrastructure will be installed in all electoral wards. All ward councillors will be engaged with through the process. The engagement will be for information purposes. There has previously been an engagement process conducted by West Yorkshire Combined Authority regarding the LEVI project.

### **6.1 Options considered.**

#### **Option one**

To accept the LEVI grant funding of £2,494,389 from West Yorkshire Combined Authority and approve the recommendations outlined in this report to further develop local EV charging infrastructure to help achieve the district and regional net zero targets.

#### **Option two**

To not accept the WYCA LEVI grant funding and recommendations as set out in this report. This would limit the Council's ability to develop the required public EV charging infrastructure and place Kirklees in a weaker position compared to neighbouring authorities. Kirklees' proportion of the funding allocation would be redistributed to the other West Yorkshire local authorities. This option is not recommended.

### **6.2 Reasons for recommended Option**

The officer recommendation is that Option 1 is pursued. The reasons for this are as follows:

- The Council is receiving a portion of a government grant which will be supplemented by investment from the private sector. The council will not use its own capital to support the project. The project is expected to attract significant investment.
- The procurement phase of the project has been managed by WYCA with an agreed framework of six providers through the two phases. This will reduce the time to procure the providers for Kirklees and this is the preferred approach for the Department for Transport.
- EV charging is a key component within the decarbonisation of the transport sector. This is a vital component of the West Yorkshire region and Kirklees Council target to be net zero/climate ready by 2038. In addition, the switch to zero emission vehicles will produce improvements in air quality with the associated improvements in public health.

## **7 Next steps and timelines**

We expect that all draft Grant Funding Agreements with the Combined Authority will be issued in April 2025. Once agreed, contract with the Charge Point Provider will be signed as soon as practicable afterwards. The Portfolio holder will be briefed about the signing of contracts and any further decisions relating to the project as per the delegations in this report. Land leases should be agreed by June 2025 and the ground works will be commissioned approx. July/August 2025.

## **8 Contact officer**

Jason Smith  
Project Manager  
[Jason.smith@kirklees.gov.uk](mailto:Jason.smith@kirklees.gov.uk)  
(01484) 221000

## **9 Background Papers and History of Decisions**

Programme briefing to Cllr Crook (Portfolio Holder for Transport and Housing) on 23 Jan 2025

Programme briefing to Cllr Ahmed (Portfolio Holder for Environment and Highways) on 3 Feb 2025

Paper signed off by Cllr Crook (Portfolio Holder for Transport and Housing) on 24<sup>th</sup> Apr 2025.

## **10 Appendices**

Appendix 1 – 2023 DVLA Battery Electric/Plug-In Hybrid registrations in Kirklees by MSOA

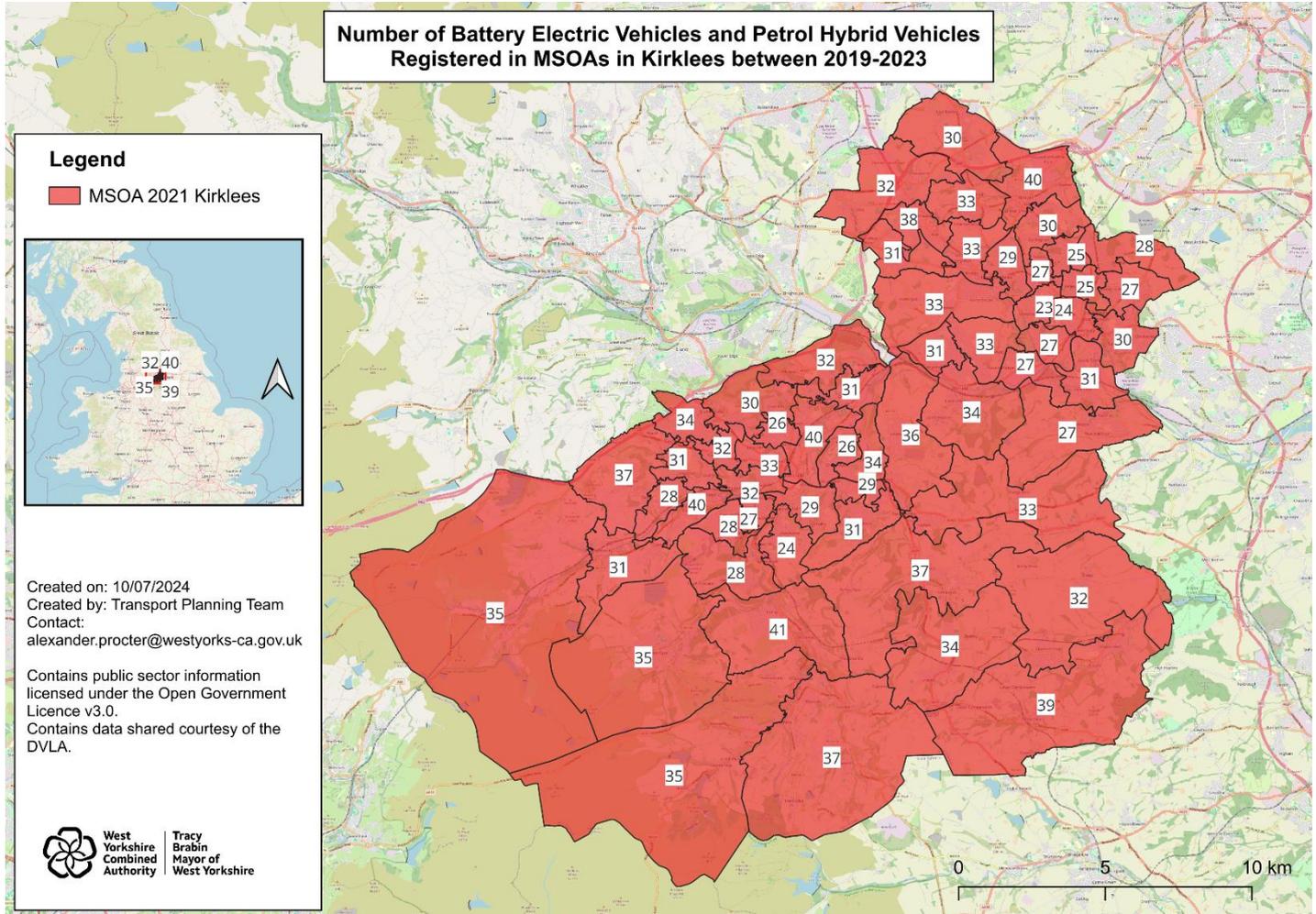
Appendix 2 – List of EV Charging Locations on Council Land

Appendix 3 – Proposed LEVI phase 1 locations alongside current EV infrastructure in Kirklees (data provided by Zap-Map)

## **11 Service Director responsible**

Katherine Armitage

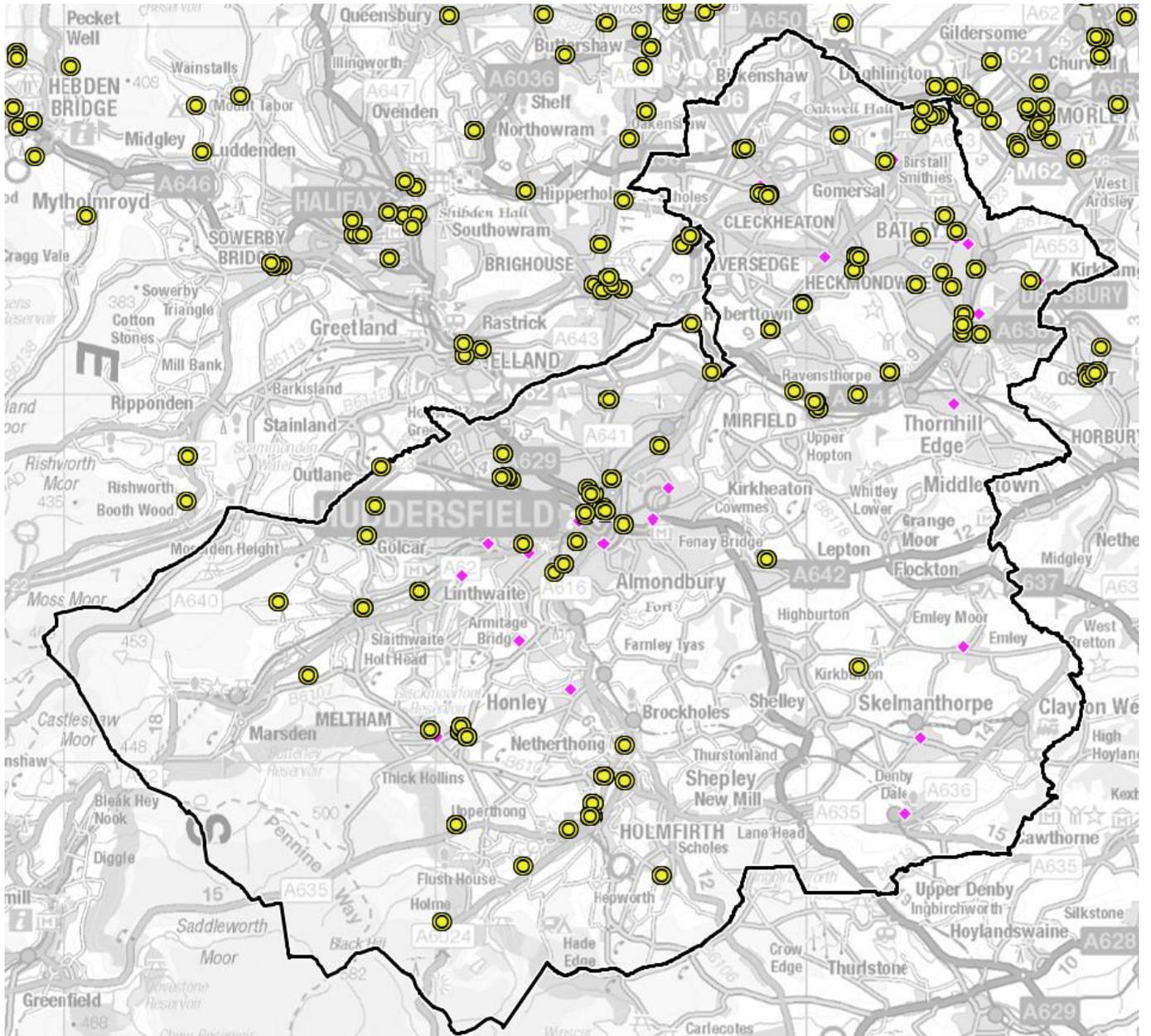
### Appendix 1 – 2019 - 2023 DVLA Battery Electric/Plug-In Hybrid registrations in Kirklees by MSOA



## Appendix 2 – List of current EV charging locations on Council Land

Network	Address	Speed	Number of devices	Number of sockets
Geniepoint	Albion Street Car Park	50	1	3
Geniepoint	Crown Bottom, Holmfirth	50	1	3
Geniepoint	Dewsbury Railway Station	50	1	3
Geniepoint	Henrietta Street Car Park	50	1	3
Geniepoint	Huddersfield Station	50	1	3
Geniepoint	Lidget Street Car Park	50	1	3
Geniepoint	Low Lane	50	1	3
Geniepoint	New Street, Slaithwaite	50	1	3
Geniepoint	Oldgate Car Park	50	1	3
Geniepoint	South Street Car Park	50	1	3
Geniepoint	Station Road	50	1	3
Geniepoint	Station Road Car Park	50	1	3
EON	Cliffe House, Kirkburton	7	3	3
Podpoint	Upper Road Car Park, Batley	7	1	2
EON	Kirkburton Village Hall	7	1	2
Podpoint	Brambles Primary, Huddersfield	7	1	1
Monta	Knowl Park House	7	2	4
Monta	Ash View House	7	5	5

Appendix 3 - Proposed LEVI phase 1 locations (diamonds) alongside current EV infrastructure in Kirklees (dots) (data provided by Zap-Map)





West  
Yorkshire  
Combined  
Authority

Tracy  
Brabin  
Mayor of  
West Yorkshire



# EVCP Customer Pricing Strategy

LEVI Phase 1

**Version Control**

<b>Author</b>	<b>Date</b>	<b>Revision</b>	<b>Approved by</b>	<b>Approval Date</b>	<b>Revision Deadline</b>
Kirsty Townend – Project Manager	14/03/2025	1	LEVI Project Board	Final approval received 10/4/25	10/4/26
Kirsty Townend – Project Manager	02/09/25	2	LEVI Project Board	04/09/25	04/09/26

# Introduction

The West Yorkshire Combined Authority's vision is to create a West Yorkshire that is prosperous, well connected, safe, inclusive and a hotbed of creativity and sustainability. We achieve this mission by working in partnership with the Local Authority's, West Yorkshire Police, business and our network of suppliers and partners.

The West Yorkshire Combined Authority brings together the local authorities of Bradford, Calderdale, Kirklees, Leeds and Wakefield. Working in partnership, we develop and deliver policies, programmes and services which directly benefit the people of West Yorkshire. The vision means we need to prioritise initiatives which drive inclusive and sustainable economic growth and prosperity and promote innovation, internally and across the region. We also need to give focus to tackling the climate and environment emergency – through every initiative.

## Background

The UK Government has committed to net zero emissions by 2050, with no new petrol or diesel cars to be sold after 2030, and for all new cars and vans to be fully zero emission at the tailpipe by 2035 via the reinstated zero emissions vehicle (ZEV) mandate. The advancements in electric vehicle technology, availability of and access to reliable charging infrastructure is recognised as a critical barrier to the adoption of electric vehicles. Therefore, it is vital to ensure a comprehensive and accessible network is established to facilitate the smooth transition to electric vehicles for a cleaner and greener West Yorkshire.

The challenge to meet our carbon targets for the transport sector is significant. Transport is the highest emitting sector in the region, accounting for 37% of all greenhouse gases emitted. These emissions are dominated by road transport, which accounts for 97% of transport related emissions in West Yorkshire. Road transport is also the biggest contributor to roadside air pollution and West Yorkshire's urban areas have some of the highest levels of transport emissions in the UK. Pollutants such as nitrogen dioxide and particulate matter increase the risk of cardiovascular and respiratory diseases.

The Mayor of West Yorkshire and West Yorkshire Leaders declared a climate emergency and have established an ambitious emission reduction target for West Yorkshire, committing the region to achieving net-zero carbon by 2038. The [West Yorkshire Climate and Environment Plan](#) was agreed by the Combined Authority in October 2021 and is the Mayor's and Combined Authority response to tackling the climate emergency, protecting the environment and achieving net zero. The plan sets a commitment to accelerate the deployment of electric vehicle charging points across the region with a focus on ensuring equity in provision.

A key ambition for the Combined Authority is delivering inclusive growth to ensure everyone in West Yorkshire is able to contribute to and enjoy the benefits of a strong economy and a decent standard of living. New infrastructure delivery must be designed to support these inclusive growth goals to ensure that the transport network supports residents and businesses and is easy to use, fair and accessible to all.

A West Yorkshire Electric Vehicle Infrastructure Strategy is being developed as part of the zero-emission vehicle vision for the region. The strategy is being developed in collaboration with District Partners and will establish the objectives for public electric vehicle infrastructure roll out and action plan for accelerating deployment. The purpose of the strategy is to set out our ambitions for publicly accessible electric vehicle chargepoints, as well as provide investment principles and design guidance for EVCPs to ensure provision meets the needs of those who live and work in West Yorkshire, and offers equity of access across the region.

This Customer Pricing Strategy will be a daughter document to the West Yorkshire Electric Vehicle Infrastructure Strategy.

### LEVI (Local Electric Vehicle Infrastructure) Scheme

The Local Electric Vehicle Infrastructure (LEVI) scheme is a national £450 million fund to 'accelerate commercialisation of local, close to home charging', intended to encourage large scale, ambitious and commercially sustainable projects that leverage significant private sector investment in charging infrastructure to support residents without access to off-street parking. Of this fund, West Yorkshire Combined Authority has been:

- **Awarded** £1.5 million of Pilot funding to support delivery of EV infrastructure, focused on residential areas without access to off-street parking. The Pilot funding designation is LEVI Phase 1, to which this Customer Pricing Strategy relates.
- **Awarded** £14,326,000 Capital funding to support delivery of EVCP infrastructure, focused on residential areas without access to off-street parking. The Capital funding designation is LEVI Phase 2, (split into Phase 2a and Phase 2b). Which will be subject to their own pricing strategies.

West Yorkshire Combined Authority and District Partners will take an approach to LEVI that will focus on delivery of the right solution in the right place, to create EV infrastructure networks that meets the needs of residents, delivers inclusive growth and maximises value for money. West Yorkshire Combined Authority and District Partners aim to work in partnership with suppliers to building capacity, resilience and flexibility into the LEVI programme, and fostering a beneficial landscape of competition and consumer choice; pricing forms a key aspect of achieving this.

LEVI is aimed at delivering a step change in the roll out of 'close to home', low powered slower speed charging infrastructure. EVCPs delivered as part of the LEVI programme will be done so under a concessions model, with tariffs being set by the supplier.

## Purpose & Principles

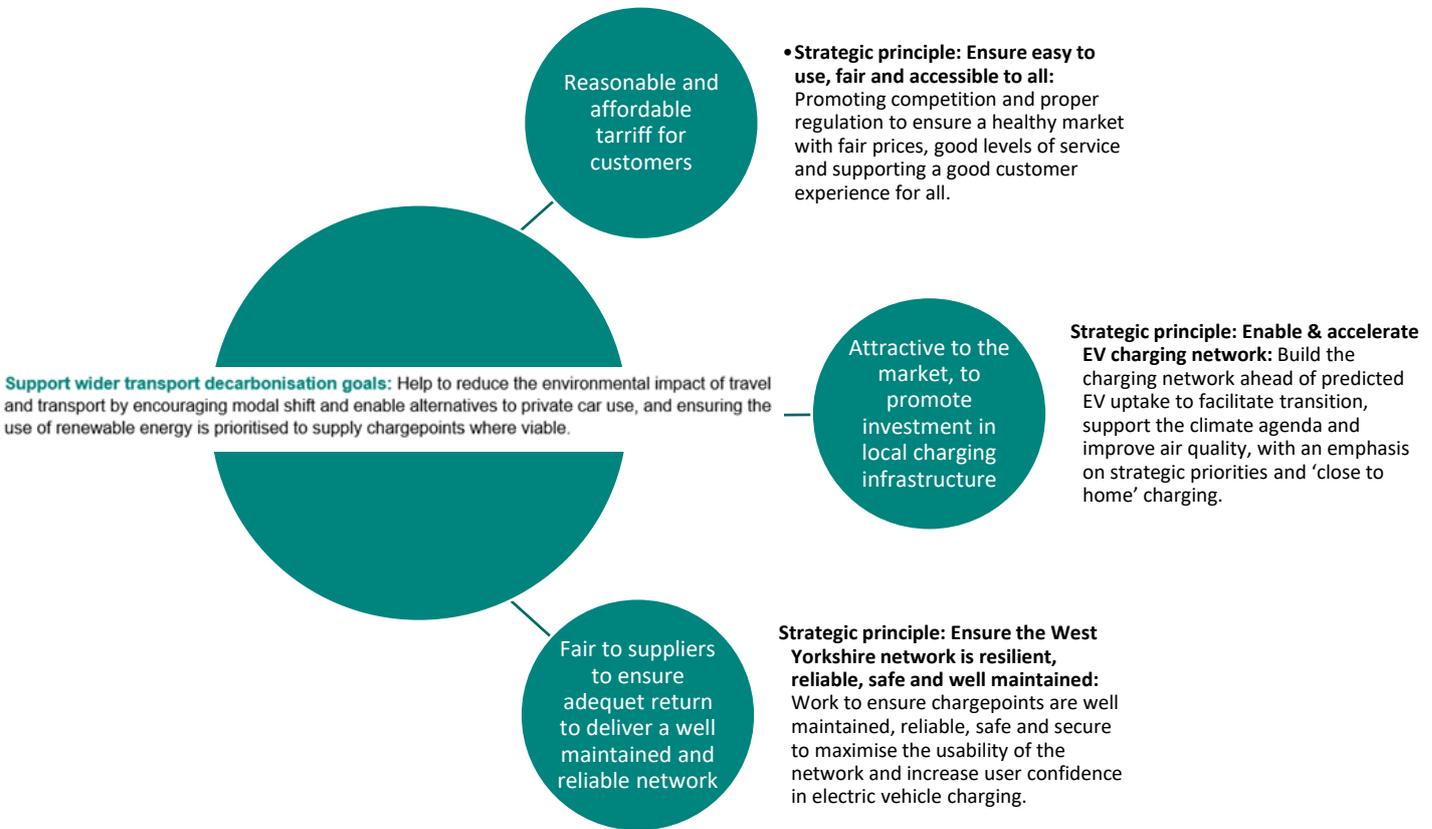
### Purpose

It is the responsibility of the Supplier appointed to set and manage the tariff for all EVCPs delivered through LEVI Phase 1. However, ensuring long-term fair customer pricing is paramount and West Yorkshire Combined Authority is committed to ensuring fair pricing for both customers and suppliers is achieved for the EVCP network in West Yorkshire. This strategy has been designed to facilitates agile pricing, keeping the tariff reasonable and affordable for customers, while providing the Supplier flexibility to react to changing wholesale energy costs, changes to regulation, respond to market conditions and use tariff promotions without entering an arduous approvals process.

The Customer Pricing Strategy sets out the Combined Authorities' requirements that the Supplier must follow when setting their tariff; in line with the LEVI Call Off Statement of Requirement which forms part of the Supplier's contracts with District Partners. The strategy aims to promote a consistent and fair approach to tariff and fee setting across West Yorkshire, while still providing some elements of flexibility to meet local need.

## Principles

The customer pricing strategy is designed to strike a balance between the following three principles:



## Tarriff Setting Wider Context

From 25 July to 12 September 2024, the Combined Authority consulted on electric vehicle charging for West Yorkshire. This consultation asked people in the region about our plans for the Local Electric Vehicle Infrastructure (LEVI) programme and our Electric Vehicle Infrastructure Strategy for West Yorkshire. The most common theme arising from the consultation was on public chargepoint pricing, price caps and lowering VAT for public charging.

Respondents said that they would like to see the Combined Authority regulate pricing of public chargepoints to ensure fair prices, with some suggesting the need for a reduction in the VAT charged at public chargepoints. We know that approximately 43% of households in West Yorkshire do not have a drive or space to charge their vehicle at home and therefore currently rely on using public chargers away from home. It is therefore crucial that we have a reliable, affordable public charging network across West Yorkshire and a network which reflects the behaviours of EV users. EV drivers who can't charge at home pay four times the VAT rate for their electricity from public chargers. VAT on public Charging is 20% whereas the VAT rate for charging vehicles domestically is 5%. Likewise, in multi-occupancy dwellings, 20% VAT is charged for what is essentially domestic charging. Home charging prices are based on Ofgem's capped rates that apply to standard variable tariffs or cheaper specialised tariffs for overnight charging from some suppliers which might be adopted by EV drivers, such tariffs which enable EV drivers to charge cheaply at home but also include discounts for charging away from home.

VAT changes are not within the powers of the Combined Authority and are determined at a national level. The House of Lords Committee report [Electric Vehicle Strategy: Rapid Recharge Needed \(2024\)](#) called for the 20% VAT rate applied to public charging to be reduced to 5% in line with domestic electricity. In its [response](#) to the report, the Rishi Sunak Government ruled out changes to VAT rules for EV charging, stating that it would “impose additional pressure on the public finances to which VAT makes a significant contribution”. Such a VAT change was not included in the November 2024 Budget.

It should also be noted that VAT is not the only component affecting the difference in electricity pricing between domestic and public chargepoints. The main subsidy for private electric vehicles is, of course, the fact that they pay no duty on their fuel, which is electricity. Prices are higher because chargepoint operators also pay higher prices for electricity than domestic consumers, operators also bear the cost of maintenance, operations and other ongoing business overheads, as well as having put significant investment into the planning and installation of infrastructure, such as cost of hardware, grid connections, permission and license fees. All these costs must be accounted for and recovered over the lifetime of the operators’ contract, which return on investment likely not reached until years after the initial outlay.

In addition, EV adoption is still in its infancy, and while it is widely anticipated that most users will charge at home, charging behaviours are still being established. The aspiration of the Combined Authority to provide charging infrastructure ahead of demand, in order to facilitate a just transition, coupled with unknown user behaviours and EV uptake creates investment risks for CPOs. It is important that any measure put in place by the Combined Authority and District Partners to promote affordable tariffs for users are not so restrictive and uncommercially realistic that it places the Supplier in a position that return on investment over the long run would be unachievable and the Supplier become insolvent or cash flow too restricted that it prohibited further investment into and maintenance of the network.

## Governance

1. EVCP Customer Pricing Strategy – LEVI Phase 1 will be subject to the Governance structure of the LEVI Programme. (Appendix A)
2. With the exception of the margin cap which will be reviewed within 3 months of a supplier being in contract with all Districts, the EVCP Customer Pricing Strategy – LEVI Programme, will be reviewed annually by the LEVI Regional Supplier Working Group and LEVI Regional Working Group.
  - 2.1. Following the review the LEVI Project Team will submit a Recommendation Report to the LEVI Project Board, (Appendix C). The report will detail any recommendations for changes to the Customer Pricing Strategy.
  - 2.2. If by consensus agreement of the LEVI Regional Supplier Working Group or LEVI Regional Working Group it is felt that a review of the EVCP Customer Pricing Strategy – LEVI Phase 1 is needed at an earlier juncture then a motion will be brought to the LEVI Project Board.
3. The LEVI Project Board will approve any changes to the EVCP Customer Pricing Strategy – LEVI Phase 1.
  - 3.1. Where the LEVI Project Board rejects or requires amendments to changes further discussion will be brought to the LEVI Regional Supplier Working Group and LEVI Regional Working Group.

Regional Working Group as required, this maybe done via email or an additional meeting scheduled depending on meeting programme timetables.

- 3.2. Stage 3 will repeat, until approval of the annual review is approved by the LEVI Senior Responsible Officer, after which time approved reviewed EVCP Customer Pricing Strategy – LEVI Phase 1 will be circulated by the LEVI Project Team.
4. Where disputes or conflicts arise between the EVCP Customer Pricing Strategy – LEVI Phase 1 and related documents the hierarchy set out in Appendix A will prevail.

## Responsibilities

### Responsibilities:

Supplier responsibilities will include, but are not limited to:

- Payment and refund processing.
- Setting the tariff and other additional fees as set out in the requirements and considerations section, in line with the requirements of this Pricing Strategy.
- The clear and up to date communication of the tariff, fees and related pricing information:
  - to customers.
  - on signage and the Supplier's online platforms
  - liaising with 3<sup>rd</sup> party platforms where information is displayed
  - reporting of information to the Combined Authority and District Partners, inline with the reporting and data requirements set out in the LEVI Statement of Requirement.
- Promotion of offers and smart tariffs as applicable.
- The provision of payment system(s), including;
  - Ensuring a suitable payment system is available for customer use, at all times:
    - Where the payment system becomes unavailable the Supplier is responsible for rectification and repair – repair tolerances are as per the LEVI Statement of Requirement KPIs and SLs.
    - The supplier is responsible for ensuring adequate redundancies are in place and alternative payment options are provided to ensure there is no single point of failure.
  - All aspects of maintenance and repair of the payment system.
  - Ensuring the payment system complies with all relevant laws and regulations (including Public Chargepoint Regulations 2023), including conducting due diligence of any suppliers.
- That robust data protection mechanisms are in place.
- Ensuring that the payment system is accessible to all user group or alternative accessible provision is in place.
- The procurement or in house development of the payment system.
- Future proofing and upgrading the payment system.
- Customer service provision relating to the payment system.

- All relevant teams, departments and individuals within their organisation, relevant suppliers and sub-contractors are aware of the requirements of the Customer Pricing Strategy.

Combined Authority responsibilities, will include but are not limited to:

- The administration and governance of the Customer Pricing Strategy.
- Ensuring that the Customer Pricing Strategy is reviewed in line with the Governance arrangements.
- To ensure that the principles set out above are adhered to.
- To ensure that the up-to-date Customer Pricing Strategy has been circulated to all relevant stakeholders.
- All relevant teams, departments and individuals within their organisation are aware of the requirements of the Customer Pricing Strategy.
- The Customer Pricing Strategy conforms to applicable legislation.

District Partner responsibilities, will include but are not limited to:

- To uphold the Customer Pricing Strategy.
- Any decisions relating to the wavering their revenue share, to enable the saving to be passed directly to the customer.
  - Where this occurs, the relevant district will be responsible for conducting all checks and monitoring of the Supplier to ensure that the saving has been passed on.
  - Setting and administration arrangements of additional fees as set out in the requirements and considerations section
- All relevant teams, departments and individuals within their organisation are aware of the requirements of the Customer Pricing Strategy.

## Requirements & Considerations

### Contractual Requirements:

All requirements set out in the Supplier's Contract relating to payment and tariff apply to this Customer Pricing Strategy.

### Margin Cap:

The Supplier is responsible for setting the tariff however a margin cap mechanism is employed to ensure that the Combined Authority and District Partners retain an element of control over the tariff for the purpose of ensuring that a fair balance is struck between the social responsibility of local government to take action within the public interest and the business needs of the Supplier. The aim of the margin cap is to keep the tariff reasonable and affordable for customers, while providing the Supplier flexibility to react to changing wholesale energy costs, changes to regulation, respond to market conditions and use tariff promotions without entering an arduous approvals process.

A blanket margin cap of 25p/kWh ex VAT over the base energy cost has been set for this strategy. Consideration of varying margin caps of different types of infrastructure maybe given in future, if need to do so is agreed by all parties, and approval given by the LEVI Project Board. Any changes to the margin cap must evidence how they meet the principles of this strategy, and the recommendation report completed (Appendix C).

The margin cap calculation method set out in the Method section will apply.

Supplier compliance with the margin cap is KPI 6 of the LEVI Phase 1 Call Off Statement of Requirement

### **Payment reliability, security & accessibility:**

This strategy seeks to ensure that EVCPs are accessible to all users. Consideration should be given to ease of accessibility when choosing which payment method(s) to offer, including how those who struggle with digital literacy and technology will be supported. Clear jargon free language must be used on all occasions. The demographic of the EVCP site location and likely user groups should be considered, multi-lingual information or icons and support is preferred where a need is identified, that ensures payment methods are clear to understand to all users.

All EVCPs must be accessible to customers on a pay as you go basis, including options to access the charging equipment in a simple manner without long term membership fees or a membership scheme. User should not be disadvantaged by accessing EVCPs on a pay as you go basis, outside of promotions and offers the same standard tariff should be offered to these users as the standard tariff offered to registered users.

The LEVI programme is designed to deploy EVCP infrastructure ahead of the demand curve. Consideration of ahead of curve delivery needs to be built into tariff planning and a long term view taken to ensure high tariffs driven by low initial usage do not put residents and businesses off from transitioning to EV. It is essential that users in more sparsely populated (ie. rural) or deprived areas are not disadvantaged. The Supplier should use a portfolio approach to pricing across all of their EVCPs delivered through LEVI Phase 1 to ensure that users of units that generate lower revenue, are not paying a premium price compared to the same type of EVCP in a different location.

Reliable and secure payment is paramount to promoting consumer confidence. Payment systems must be highly robust and secure. Redundancies should be planned into systems to ensure there is not a single point of failure. It is highly desirable that more than one payment method is offered, to ensure payments can be processed in the event of system failure and to provide users with alternative access provision. Potential methods could include:

- QR codes
- App
- Contactless (All EVCPs 8kW and above must have a contactless payment option) and card terminals
- Phone payment
- RFID or Charging cards

To ensure that the EVCP network is robust and remains relevant, all parties should take a future scanning approach and work collaboratively to support the consideration of new payment technologies; such as development of plug and charge or combined booking, charging and parking solutions.

As part of robust system planning, it is essential that mobile phone signal strength and availability is understood, and where poor or patchy signal threatens payment access the Supplier must put in place mitigations to ensure this does not pose a barrier to user access.

Positioning of physical payment terminals, while ensuring accessibility standards are met must be done in a way that ensures users and their payment information is as secure as possible.

including not being easy to overlook or copy. Consideration of security, height, size and angle of screens and lighting are the minimum aspects that should be accounted for in the design of physical payment terminals.

Payment system, including their physical element must be secure and the Supplier must ensure risks such as hacking and QR code fraud have been fully accessed and all reasonable practicable mitigation have been put in place. Storage of user data must be in line with UK GDPR.

### **User profiles:**

No separate user profiles for the purpose of providing any user group a preferential tariff are permitted under this strategy. User profiles are permitted to enable billing to a corporate account at the Supplier's discretion. User profiles are permitted for the removal of additional fees, such as pre-authorisation fees.

### **Innovative Tariffs:**

To make charging as affordable as possible and reduce the disadvantage of not being able to access a residential electricity tariff to those who do not have private off-street parking, the Supplier should implement smart charging or time of use tariffs where possible. In line with the objectives of close to home charging it is preferred that the Supplier implement time of use tariffs to support and encourage residential charging. Access to innovative tariffs should not require the customer to have to register.

Where smart charging is implemented, the Supplier should promote this and educate customers to the benefits of smart charging.

Where the Supplier is not able to implement smart charging, they should evidence the reasoning for this to the Combined Authority. The Supplier should inform the Combined Authority of any other innovative tariffs at its disposal and work with the Combined Authority and District Partners to identify tariff options that benefit customers. The Supplier is encouraged to explore solutions that would enable customers to access their home electricity tariff. Where this option is available the Supplier and the Combined Authority will agree an appropriate equipment usage and management fee ceiling that the Supplier can charge customers on top of the tariff, if it is necessary for this to vary from the margin cap.

### **Additional Fees**

In addition to the tariff the following fees may be applied by the Supplier:

- Pre-authorization fees
- Overstay fees

The following fees may be applied at the discretion of District Partners, (or where a site is on third party land the discretion of the landowner, subject to the terms of any land agreement in place):

- Penalty charges
- Parking fees -parking permits

Any application of additional fees must embed the principle of proportionality and reasonable need, and must be done so in line with the principles of this Strategy. Users should not be burdened with excessive additional fees that results in the cost of charging becoming prohibited.

The Supplier should only apply pre-authorisation and overstay fees as mechanisms to reasonably deter electricity thief or to promote fair usage and deter chargepoint blocking/ICEing.

The application of penalty charges, parking and permit fees is solely at the discretion of District Partners and should be done so in line with local parking and enforcement policies and requirements. However, it is recommended that District Partners consider the chargepoint use case, target users and safety considerations in the application of such fees.

Additional fees should not be a barrier to chargepoint access. Without reasonable and considered application additional fees could pose a barrier to EV adoption by exasperating public concerns and perception of the cost of EVs. Many sites delivered through LEVI Phase 1 will serve deprived areas, the Supplier and District Partners must endeavour to ensure that use of additional fees does not exasperate or widen inequalities. Care must also be taken to ensure that where fees, such as pre-authorization fees are employed, fund hold times must be kept to a minimum by the Supplier and the Supplier's payment provider; withholding fees from users for prolonged periods could create financial hardship, especially, for low income users. It is recommended, that where possible, any pre-authorization fees should be proportional to the average cost of a charging session for that particular speed classification of charger (Appendix D).

The user should not be unfairly penalised for hardware, software or signal failures and technical issues outside their control, where the Supplier is aware of or has been made aware of the issue or failure. The Supplier should make every reasonably practical endeavour to ensure that pre-authorisation fees are not duplicate in instance where a charging session is unintentionally interrupted or it takes a user multiple attempts to initiate the session, due for instance to a hardware, software or signal failure.

Adequate mechanisms and appeal processes must be in place to allow users the opportunity to appeal where they feel additional fees have been unfairly applied. The appeals process must be published, publicly accessible and easy to find and understand. Any appeals should be administered within a timely manner, not exceeding action being taken within 1 calendar month from the date the appeal is received. In the case of successful appeals, refund times must be kept to a minimum.

LEVI Phase 1 aims to deliver fair and accessible charging infrastructure and targets a minimum of 40% of sites being PAS 1899 compliant. Any application of additional fees should include time tolerances that take into account the needs of disabled and older users who may require additional time to access, use and egress from chargepoints. A grace period should be considered when implementing any overstay fees; although users should not assume a grace period is in effect unless this is clearly communicated.

User safety and convenience in relation to the purpose of the chargepoints, should also be accounted for in the decision to apply any additional fees. LEVI aims to deliver primarily lower powered, close to home infrastructure, given this residential use case additional fees should not prohibit users being able to charge overnight, by pushing users to move their vehicle late at night or the early hours of the morning. Studies have shown that safety concerns regarding charging are a barrier to EV adoption, particularly for women. The safety of users should be a priority factor when assessing the appropriateness of stay duration enforcement fees. Factors such as site layout, presence of safety apparatus, such as CCTV, busyness and lighting levels can be factored in to determine if implementation of stay duration enforcement fees would

increase user risk. It is recommended that, as a minimum, time limiting enforcement fees should be suspended between the hours of 10pm and 7am.

Use of residential parking permits could support LEVI aims by preventing EV charging tourism, ensuring charging infrastructure remains available to local residents.

Consideration of additional fees should be done so in relation to individual site characteristics and different types of charging infrastructure. Different additional fees can be applied to each site and to each speed category of chargepoint.

Public education campaigns and community engagement on EV charging good practice should be considered alongside or instead of additional fees.

### **Signage & Communication**

Differences in chargepoints, apps, tariffs and site-specific fees (such as parking charges and restrictions), can all cause users confusion and anxiety. While operator discretion on how pricing information is displayed is permitted, it is vital that information on charging costs and additional fees is transparent, accessible and easy to understand, to enable users to make an informed decision before they commence a charging session, regardless of payment method.

It is recommended that the Supplier, when choosing their tariff and fee communication and signage mechanisms, consider the practises of other CPOs within West Yorkshire and identify areas of commonality to promote a more consistent experience for users.

Accessibility consideration should also be paramount and as with payment reliability the Supplier should build mechanisms into signage and communications to ensure that there are redundancies inbuilt and users have choice of access to information, this could include:

- Physical signate, digital and telephone communication options
- Information in both text and pictogram/icon format.
- Multilingual information.

Conveyance of information in a jargon and acronyms free way is a critical requirement.

The Traffic Signs Regulations and General Directions 2016, as applicable, and District Partner signage and communication policies, or landowner requirements where third party sites are used, will apply.

Where notified of any discrepancies of information or information being lacking the Supplier must be in a position to investigate this promptly, in line with any agreed customer service and communication service levels (SLs). Where the Supplier receives a complaint that tariff and addition fee information, (where the additional fees are under the control of the Supplier), the Supplier must have a fair and robust investigation process in place. The Supplier should report any such complaints to the relevant District Partner and the Combined Authority, who retain the right to ask for further investigation to be undertaken and proof of fair resolution. This reporting is part of the Customer Service & Customer Satisfaction Reports that the Supplier is required to submit to the Client and LEVI Project Board quarterly (Report 2 LEVI Phase 1 Call Off Statement of Requirement).

### Tariff Reporting

The Supplier must submit a Tariff Variation & Margin Cap Compliance report quarterly to the LEVI Project Board, (Report 11 LEVI Phase 1 Call Off Statement of Requirement). The Supplier should also make every endeavour to pre-warn the District Partners and West Yorkshire Combined Authority if they believe incoming tariff changes will result in public disquiet and increase public contacts.

## Method

### Margin Cap Calculation

$$\frac{\text{Revenue} / \text{Total Energy Sold}}{\text{Gross Margin}} - \text{Supplier Cost of Electricity} = \text{p/kWh}$$

Revenue: ex. VAT total revenue for charging services received from users.

Supplier Cost of Electricity: The average cost of electricity to the supplier (including per-unit costs, standing charges, levies, taxes and fees). The supplier may calculate its per-kilowatt hour electricity costs in such a way as to account for any fixed electricity supply costs (such as standing charges and capacity charges) that are reasonably incurred in the delivery of the contract, provided that any such calculation is shared with and approved by the LEVI Project Board. All costs to the supplier must be evidenced by providing a valid Power Purchase Agreement or equivalent document.

Total energy sold: The total recorded energy dispensed for charging services

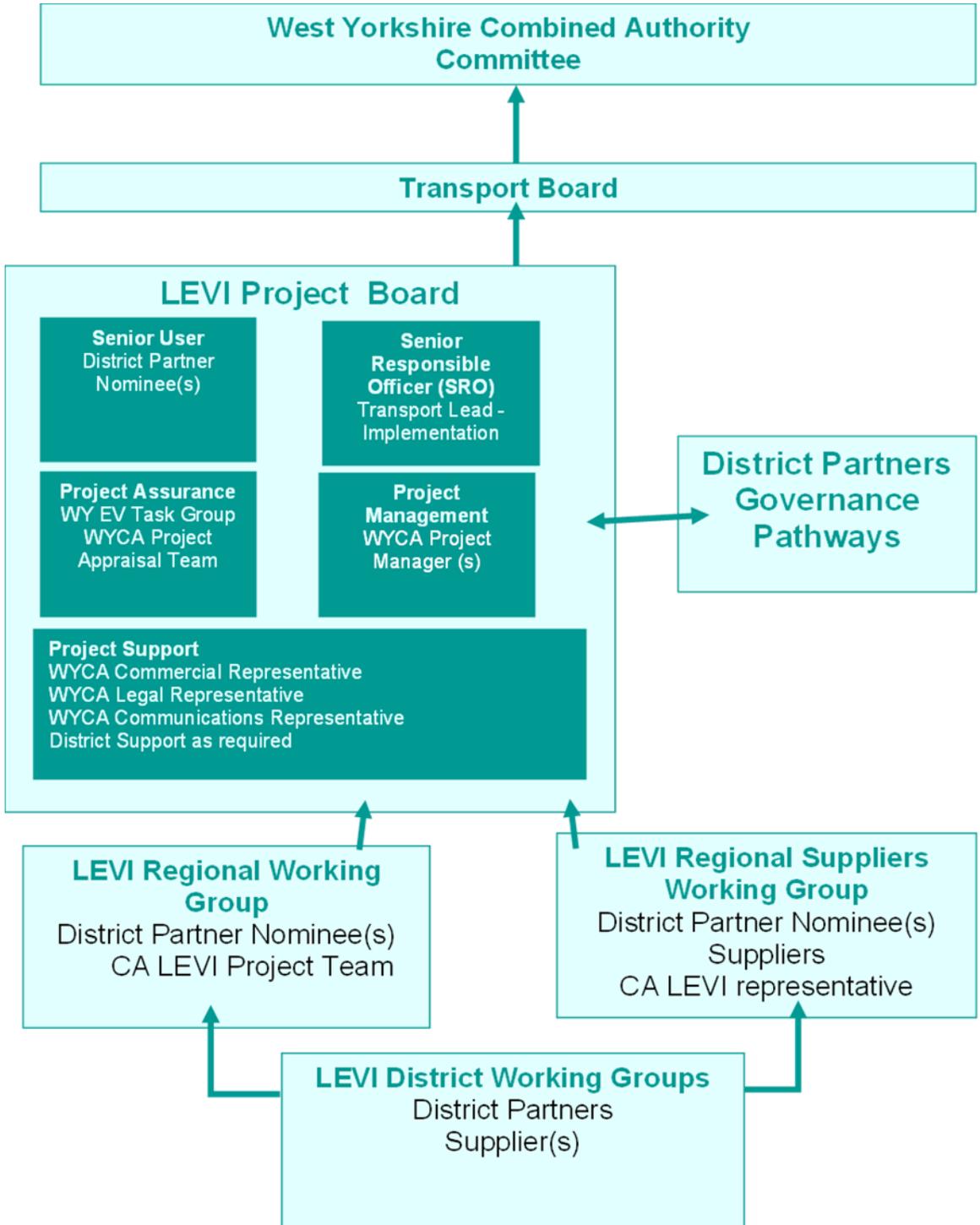
The calculation is on the total or average, depending upon the calculation components definition, for the report period. For LEVI Phase 1 the reporting period is per quarter. Quarters are in line with financial year quarter dates.

An individual calculation must be undertaken for each District Partner.

As part of their Tariff Variation & Margin Cap Compliance report the supplier must provide the figures used in the calculation and the data behind this not just the total of the calculation; including all components aspects of the Supplier Cost of Electricity.

# Appendix A – Governance Structure & Conflict Resolution

## Governance Structure



## Conflict Resolution

### Related Documents

Document Name	Link	Status	Relationship
West Yorkshire EVI Strategy	<a href="https://westyorkshire.moderngov.co.uk/documents/s40254/Item%209%20-%20Appendix%201%20-%20WY%20EVI%20Strategy%20March%202025.pdf">https://westyorkshire.moderngov.co.uk/documents/s40254/Item%209%20-%20Appendix%201%20-%20WY%20EVI%20Strategy%20March%202025.pdf</a>	Approved	Parent – Tier 3
West Yorkshire EVI Framework Agreement		Complete	Parent – Tier 1
West Yorkshire LEVI Phase 1 Call Off Contract		Draft	Parent – Tier 2
LEVI Project Board Terms of Reference		Approved	Governance
LEVI Phase 1 EQIA		Complete	Advisory
EV Charging for West Yorkshire Consultation Outcome Report	<a href="#">Electric Vehicle Charging for West Yorkshire   Your Voice</a>	Published	Advisory

### Dependencies & Documents Conflict Resolution Hierarchy

- Advisory – document should be read in conjunction with the Customer Pricing Strategy. Advisory documents provide further context to the development and content of the Customer Pricing Strategy.
- Parent – the Customer Pricing Strategy sits under this document and should be read in conjunction with all parent documents. Where conflict arises between the Customer Pricing Strategy and a parent document, the terms of the parent document will prevail. The order of precedence of parent documents is denoted by tirage, in ascending order. Where conflicts arise between two or more parent documents of the same tier resolution

should be sorted from the Customer Pricing Strategy's governing body in line with the process set out in the governance section of this document.

- Applicable legislation and regulations will take precedence over the Customer Pricing Strategy.
- Additional Fee only – local parking and enforcement policies will take precedence over the Customer Pricing Strategy.
- Signage and Communication only – District Partner signage and communication policies will take precedence over the Customer Pricing Strategy.

## Appendix B – Acronym & Definitions

Acronym	Definition
LEVI	Local Electric Vehicle Infrastructure
EVCP	Electric Vehicle Chargepoint
RFID	Radio Frequency Identification
ICE	Internal Combustion Engine
CPOs	Chargepoint Operators
WYCA or CA	West Yorkshire Combined Authority

Term	Definition
ICEing	Chargepoint blocking by an internal combustion engine vehicle
Pre-authorisation fee	A temporary hold of funds in a specific amount place of the users' credit, debit or charge card or bank account, at the start of a charging section.
Overstay fee	A fee charged by the CPO if a user stays at the chargepoint longer than the advertised permitted maximum charging duration.
Combined Authority	West Yorkshire Combined Authority
District Partners	The West Yorkshire Councils of Leeds, Bradford, Wakefield, Kirklees and Calderdale.
The Supplier	The party defined in the LEVI Call Off Phase 1 Contracts
LEVI Project Board	All references to the LEVI Project Board mean the LEVI Project Board that is chaired by the Combined Authority and comprises of representatives from all District Partners. See Appendix A

## Appendix C – EVCP Customer Pricing Strategy Review Recommendation Report Template

Recommendation Origin			
Customer Pricing Strategy Affected			
Authors Name, Job Title, Organisation			
Date of Request			
Names, Job Titles, Organisations of those consulted on the amendment.			
Format of consultation (provide details of meeting or email titles and dates ect.)			
Proposed Margin Cap Amendment			
Current Margin Cap			
Proposed New Margin Cap			
Justification for Amendment.  Rational as to how the amendment meets the principles of the Customer Pricing Strategy:			
<ul style="list-style-type: none"> <li>Reasonable and affordable tariff for customers</li> <li>Attractive to the market, to promote investment in local charging infrastructure</li> <li>Fair to suppliers to ensure adequate return to deliver a well maintained and reliable network</li> </ul>			
Do all consultees endorse the proposed new margin cap?			
Customer Pricing Strategy Amendment Proposal			
Proposed amendment(s)			
Justification for amendment(s).			

<p>Rational as to how the amendment(s) meets the principles of the Customer Pricing Strategy:</p> <ul style="list-style-type: none"> <li>• Reasonable and affordable tariff for customers</li> <li>• Attractive to the market, to promote investment in local charging infrastructure</li> <li>• Fair to suppliers to ensure adequate return to deliver a well maintained and reliable network</li> </ul>	
<p>Do all consultees endorse the proposed amendment(s)?</p>	
<p><b>Proposal Outcome</b></p>	
<p>Outcome (Approved/Rejected/Amended)</p>	
<p>Comments (including amendments)</p>	
<p>Decision Makers Name, Job Title, Organisation</p>	
<p>Decision Date</p>	
<p>Decision Format</p>	

## Appendix D – EVCP Speed Categories

<b>Standard</b>	3.7 kW – < 8 kW
<b>Fast</b>	8 kW – 49 kW
<b>Rapid</b>	50 kW – 149 kW



**Find out more**  
[westyorks-ca.gov.uk](https://westyorks-ca.gov.uk)

**West Yorkshire Combined Authority**

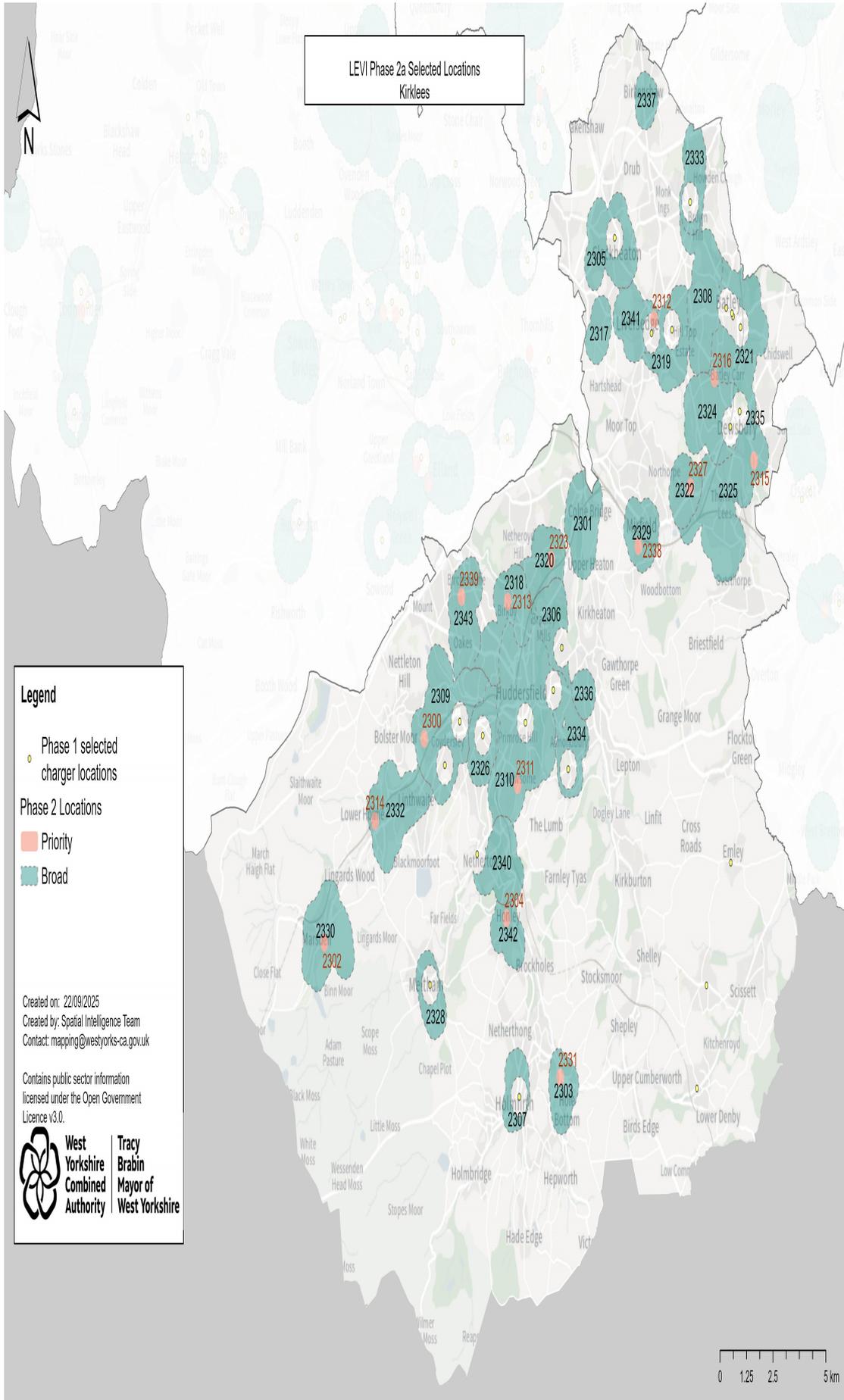
Wellington House  
40-50 Wellington Street  
Leeds  
LS1 2DE



**West  
Yorkshire  
Combined  
Authority**

**Tracy  
Brabin  
Mayor of  
West Yorkshire**

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# Playable Spaces

Environment & Climate Change Scrutiny – January 2026

# Playable Spaces Programme Review

1. **Background**
  - Strategy
  - Delivery
  - Kirklees Play Areas
  - Benchmarking
2. **Achievements**
3. **Challenges**
4. **Next steps**





# Background: Strategy

- Original strategy granted Cabinet approval 2019

Need:	Vision:	Aims:	Benefits:
Developed after years without core investment – many play areas becoming outdated or with damaged equipment and/or surfacing	A district where all are able and encouraged to access a range of opportunities to play outdoors.	To improve the overall quality of play throughout Kirklees. To provide a more financially sustainable network allowing for more effective management and maintenance.	Physical and mental health and wellbeing. Intergenerational interaction and community cohesion. Contact with nature and social development.

## • Version 1 – March 2019

- Convert local play areas to open greenspace/natural play with investment focused on infrastructure in Community & Destination play areas.



## • Version 2 – October 2019

- All sites can have traditional equipment should the local community request it through site-by-site engagement.



# Background: Delivery 5 years in



- **Programme launched in 2020**
  - £3.9m PS capital invested to date
  - £5.6m contractually committed or allocated
- **Now 5 years into the programme**
  - Current expectation that all sites, regardless of size can have traditional equipment.
    - Departure from the original strategy
    - Expectations and interest, both internally and externally, remains high
    - Resources are restrictive - trying to achieve more with less

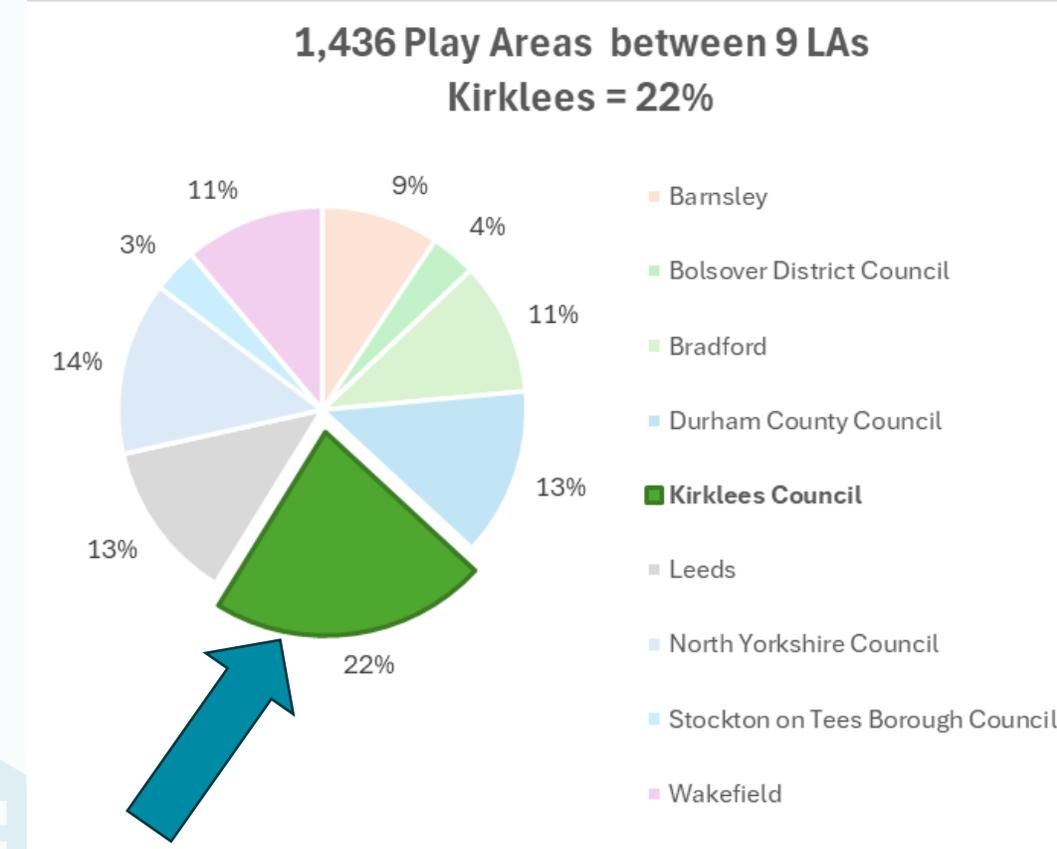
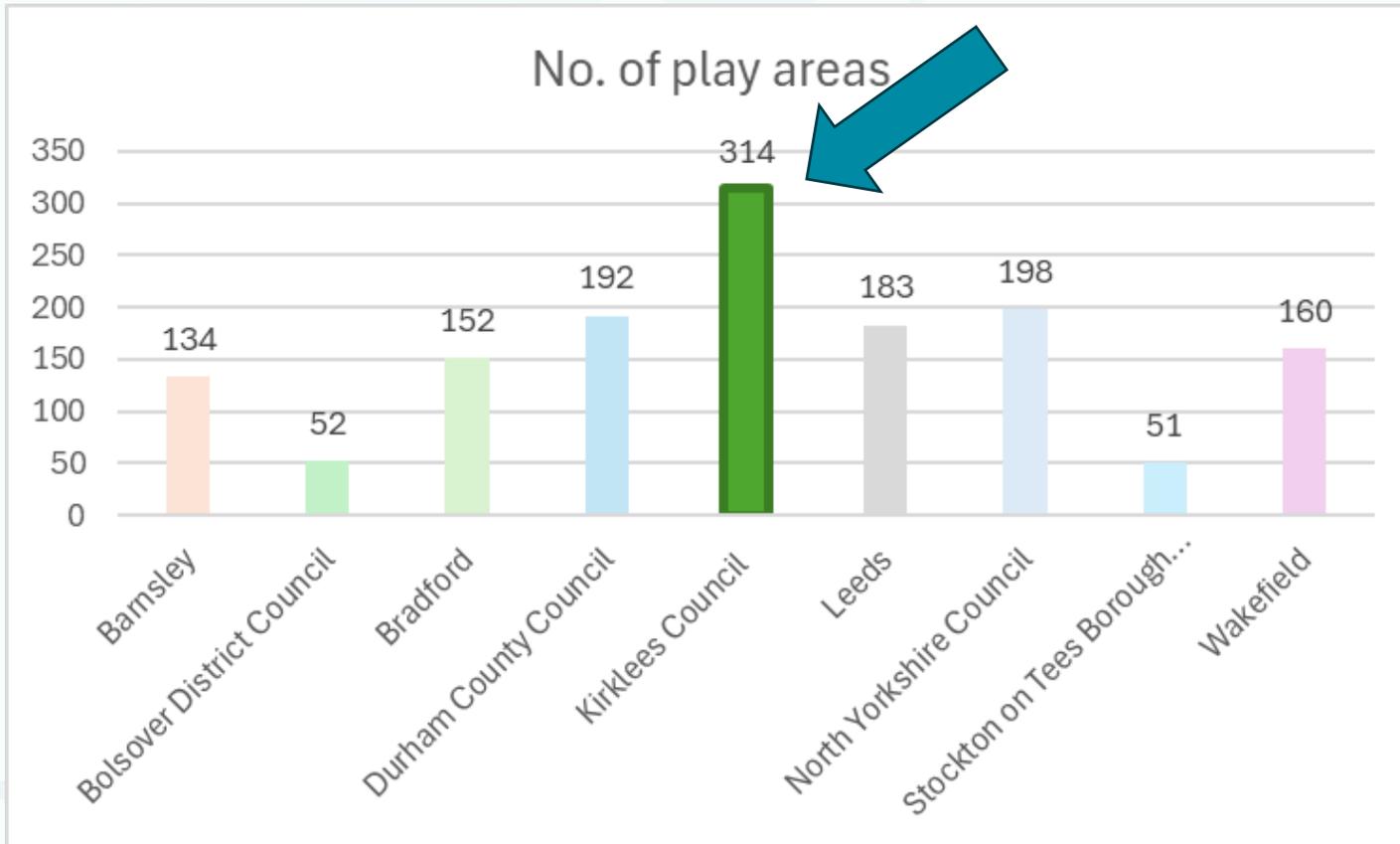
# Background: Kirklees Play Areas

- 314 play areas across the district
- 252 sites over 15 years old were included in the original programme, which increases as S106 funding is received and allocated
- Quality and condition of play areas varies across the district

**Kirklees manages and maintains significantly more play areas than other local authorities**



# Background: Benchmarking against local authorities in the West Yorkshire Play Forum



# Background: Current Play Maintenance Team

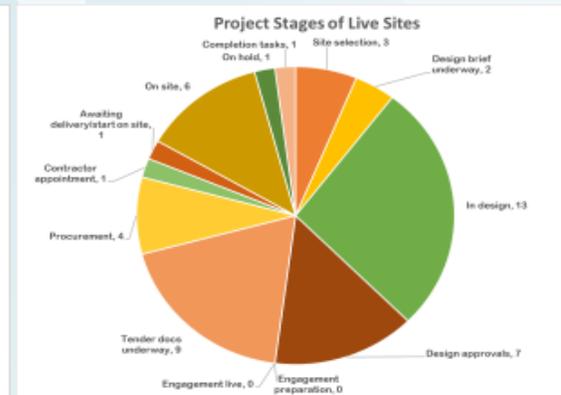
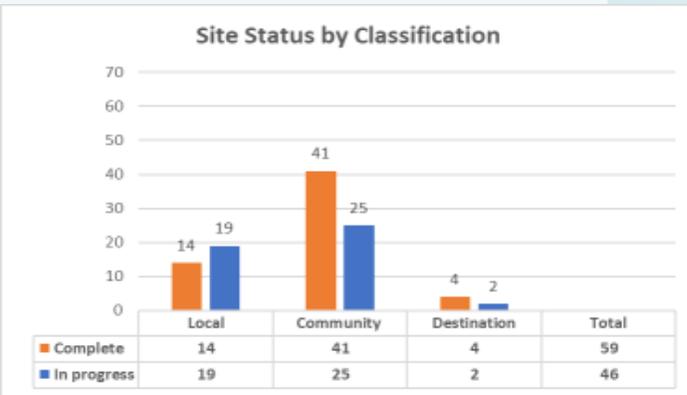
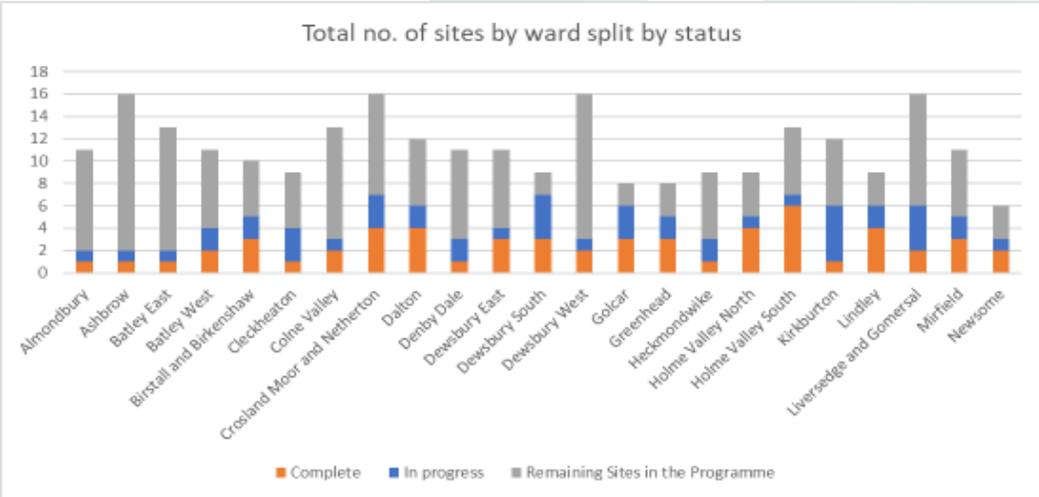
- 4x Play Inspectors covering all KC and H&N\* play areas
  - Tasks include safety inspections, maintenance and repairs that are required.
  - Reduction of 2x Play GM operatives due to service change, who previously supported the grounds maintenance of play areas.
- Inspection frequency depends on classification and footfall:
  - Average inspection frequency
    - Destination: weekly
    - Community: monthly
    - Local play areas: quarterly
- £16,000 from central funds for play area maintenance (e.g. equipment repairs and spares)
  - Supplemented by income generation e.g. Installation of S106 or Playable Spaces sites by small in-house Construction Team (who are also supporting the Inspection Team)

\*Nb. There are 59 play areas located on H&N land. Inspections, play area maintenance, grounds maintenance and repairs of these sites equates to approximately £75k (as quoted in 2024).



# Achievements

- **41%** through the programme:
  - 59 sites **complete**
  - 43 sites in **progress**
- Increase of **141% Play Value**  
*(average of completed sites)*
- **£782k additional funding** secured to support sites



# Challenges



## Increased costs

Material costs have increased, and staffing costs have either increased or have been introduced since the original budgets were set. Therefore, funding is being stretched, and the same value for money is not being achieved.



## Expectations

The original budgets accommodated the removal of traditional equipment from local play areas; however, these play areas are being retained and infrastructure invested into without additional funding provided.



## Variety of facilities

Current budgets only allow for a restricted range of equipment and types of play. Some budgets only allow for a refurbishment of existing features. Implementation of natural playable spaces are a challenge due to the reduced workforce unable to maintain them.



## Resources

The programme is being delivered by a smaller team which impacts the programme timeline e.g. PDOs, LAs, GM and management support  
Maintenance revenue budgets to maintain the sites has reduced due to council-wide savings

# Challenges: Increased Costs

Tables showing example cost increases over the last 5 years

Item	2020 Cost	2025 Cost	% increase
Metal Multiplay (ages 6 to 12)	£17,390	£28,290	63
Toddler Multiplay (small)	£7,230	£10,810	50
Toddler Multiplay (medium)	£14,360	£22,340	56
Timber Tangle Climbing Unit	£ 2,910	£4,360	50
2-bay swing unit	£1,870	£2,890	55
1-bay basket swing	£3,210	£4,760	48
Viking Swing	£6,040	£10,310	71
Wheelchair roundabout	£5,310	£7,760	46
Roundabout	£1,440	£2,110	47
Spinning Dish	£2,830	£3,560	26
Seesaw	£2,330	£3,810	64
Kompon Supernova	£3,880	£4,360	12
Trim Trail	£3,530	£5,800	64

Item	2020 Cost	2025 Cost	% increase
Balance Beam	£250	£410	64
Monkey Bars	£1,270	£1,920	51
Imaginative play panels	£1,320	£2,410	83
Sensory Music Pipes	£1,520	£2,270	49
1.2m Embankment Slide	£2,160	£3,700	71
Single 20m zipline	£5,850	£9,070	55
Goal end with Basketball Hoop	£3,710	£8,070	118
Metal Bin	£449	£675	50
Recycled plastic bench	£327	£603	84
Flat swing seat	£41	£85	108
Pod swing seat	£123	£249	102
Bonded rubber mulch surfacing m2 (eco-mulch)	£70m2	£79m2 (average)	13

# Challenges: Site Budgets

- Original March 2019 capital budgets\*:

- Local: £10,000
- Community: £69,000
- Destination: £varies by site

\*Original budget assumed full amount for capital investment

- Revised October 2019 capital budgets\*\*:

- Local: £16,575 (£19,500 incl. fees)
- Community: £50,575 (£59,500 incl. fees)
- Destination: £varies by site (-15% professional fees)

\*\*Accommodating for increased budget for local play areas to provide infrastructure and professional LA fees for all projects

# Challenges: Community Play Area Cost Comparison

Item	2020 Cost	2025 Cost	
Metal Multiplay (ages 6 to 12)	£17,390	£28,290	
2-bay swing unit	£1,870	£2,890	
Roundabout	£1,440	£2,110	
Seesaw	£2,330	£3,810	
Metal Bin	£449	£675	
Recycled plastic bench	£328	£603	
Surfacing e.g. 250m2	£17,500	£19,750	
<b>TOTAL</b>	<b>£41,307</b>	<b>£58,128</b>	<b>41% increase</b>

Excludes contingency, installation, signage, planting etc.



## Next steps

1. Gather feedback and comments from Scrutiny panel to shape the future of the programme.
2. Review the programme considering options to deliver the remaining sites with an asset led approach.
3. Review modifications to the Strategy and return to Cabinet late summer 2026.



# Feedback & Questions



**ENVIRONMENT AND CLIMATE CHANGE SCRUTINY PANEL****Work programme 2025/2026**

**Members: Cllr Andrew Cooper (Chair), Cllr David Longstaff, Cllr Musarrat Khan, Cllr Will Simpson, Cllr John Taylor, Cllr Matthew McLoughlin, Kevin Evans (Co-Optee), VACANT (Co-Optee)**

<b>FULL PANEL DISCUSSION</b>		
<b>THEME/ISSUE</b>	<b>APPROACH / AREAS OF FOCUS</b>	<b>OUTCOMES / ACTIONS</b>
Simpler Recycling and Split Collections	<p><u>Meeting of the Panel to be held 13<sup>th</sup> August 2025</u></p> <p>The Panel will consider an update on Simpler Recycling and Split Collections following changes to Kirklees Council's collections as per government policy</p>	
	September Meeting Cancelled	

Snow Wardens Scheme Update	<p style="text-align: center;"><u>Meeting of the Panel to be held 8<sup>th</sup> October 2025</u></p> <p>The Panel will consider an update on the Snow Wardens Scheme.</p>	
Fly-tipping Update	<p style="text-align: center;"><u>Meeting of the Panel to be held 26<sup>th</sup> November 2025</u></p> <p>The Panel will consider an update on Fly-tipping Update.</p>	
Keeping Britain Tidy	<p style="text-align: center;"><u>Meeting of the Panel to be held 26<sup>th</sup> November 2025</u></p> <p>The Panel will consider a presentation from Keeping Britain Tidy.</p>	
Playable Spaces	<p style="text-align: center;"><u>Meeting of the Panel to be held 7<sup>th</sup> January 2026</u></p> <p>The Panel will consider an update on Playable Spaces</p>	
LEVI Update	<p style="text-align: center;"><u>Meeting of the Panel to be held 7<sup>th</sup> January 2026</u></p> <p>The Panel will consider the LEVI Update</p>	

<p>Annual Update on Flood Risk</p>	<p><u>Meeting of the Panel to be held 11<sup>th</sup> February 2026</u> The Panel will consider the Annual Update on Flood Risk</p>	
<p>TBC</p>	<p><u>Meeting of the Panel to be held 15<sup>th</sup> April 2026</u></p>	
<p>TBC</p>	<p><u>Meeting of the Panel to be held 15<sup>th</sup> April 2026</u></p>	
<p><b><u>Informal Briefings</u></b></p>		
<p>TBC</p>	<p>Air Quality Update</p>	

The Panel will consider and would like to receive information around the following themes throughout its programme of work

- Climate Impact
- Risks and Opportunities
- Partnership work, links to other opportunities and engagement
- Communications; i.e.- how is the council using communications to deliver messaging, raise awareness of issues and provide information

Items /themes not yet scheduled:

- Pollution Update
- Lane Rental Update
- Moving traffic offences (tbc) try to line up with lane rental
- Parks and Green spaces Update
- Huddersfield District Heat Network (progress update on the full business case and additional delegations)
- LEVI
- Waste Strategy Update
- Net 0 Update