

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

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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.