Cabinet 11 March 2026

Item

Public

Healthy People

Healthy Economy

Healthy Environment

Healthy Organisation

The Local Electric Vehicle Infrastructure Fund-Funding Opportunity

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1. Synopsis

1.1 Shropshire Council will utilise over £2m of Local Electric Vehicle Infrastructure (LEVI) funding, alongside significant private-sector investment, to deliver more than 550 new EV charge points and expand pavement-charging options for residents without driveways.

1.2 The programme will improve fair access to EV charging, support climate commitments, and double current countywide provision. Delivery will use a concession contract, requiring no Council capital and transferring operational and commercial risk to the Charge Point Operator.

1.3 The Council will also receive a concession fee and share of charging revenue, creating a modest but growing income stream. Not progressing would leave Shropshire one of the few authorities not accessing LEVI funding, disadvantaging residents.

2. Executive Summary

2.1 This report aligns with The Shropshire Plan, contributing to the Healthy Environment priority by supporting the transition to low-carbon transport, reducing emissions, and improving local infrastructure. It outlines the significant opportunity presented through the Department for Transport's Local Electric Vehicle Infrastructure (LEVI) Fund and the EV Pavement Channels Grant.

2.2 The Council has been allocated £2m in Capital and £510,420 in Capability funding through the LEVI programme. This will enable Shropshire to procure a Charge Point Operator to deliver, operate and maintain a substantial new network of public EV charge points, particularly benefiting residents without off-street parking. Initial analysis indicates that over 550 new charge points could be installed, doubling current provision.

2.3 The programme requires no Council capital and is expected to be financially self-sustaining. Under the concession model, the Charge Point Operator will fund installation, operation and maintenance, while the Council will receive an annual concession fee plus a share of charging revenue once utilisation grows. Income will be modest initially but is expected to increase as the network expands and EV uptake rises

2.4 A concession-based contract model recommended by the DfT will allow the Council to leverage an estimated £8m of private sector investment, while transferring operational and commercial risk to the appointed operator.

2.5 Delivery of this programme will improve equitable access to charging, support Shropshire's climate objectives, and, in the longer term, generate a modest revenue stream for the Council through concession fees and revenue share arrangements. Procurement is expected to begin in 2026, with installations starting in 2027.

2.6 In parallel, the Council has been awarded £133,780 through the EV Pavement Channels Grant, enabling eligible residents without driveways to charge vehicles safely at home. This programme complements LEVI by expanding access to EV charging and helping remove barriers faced by households reliant on on-street parking.

2.7 Failure to act would leave Shropshire among a very small number of authorities not accessing LEVI funding, disadvantaging residents and posing reputational risk. The report therefore seeks Cabinet approval to continue engagement with the DfT, progress procurement arrangements, and delegate authority to the Service Director for Infrastructure, in consultation with the relevant Portfolio Holder, to implement both funding programmes.

3. Recommendations

That Cabinet:

3.1 Approve continued engagement with the Department for Transport (DfT) to draw down the LEVI Fund Capital and Capability funding.

3.2 Approve the continued delivery of Shropshire's LEVI Fund programme, including preparatory work for the necessary procurement.

3.3 Delegate authority for all matters relating to the LEVI Fund to the Service Director for Infrastructure, in consultation with the Portfolio Holder for Highways & Environment / Transport & Economic Growth, enabling procurement and contracting with a suitable Charge Point Operator.

3.4 Delegate authority for all matters relating to the EV Pavement Channels Grant to the Service Director for Infrastructure, in consultation with the Portfolio Holder for Highways & Environment / Transport & Economic Growth, enabling procurement and contracting with an appropriate hardware and installation provider.

Report

4. Introduction

The purpose of this report is to update Cabinet on the opportunities presented through central Government funding to deliver new electric vehicle (EV) charge points across the County, and to seek approval to pursue those opportunities utilising funding made available by Government.

5. Background

5.1 With transport producing 26% of the UK's carbon emissions in 2021, central Government has instigated several programmes to reduce carbon emissions across the transport sector. Transitioning to EVs is one such programme, with policies and funding put in place by the Department for Transport (DfT) to support local authorities to fulfil their role in achieving this.

5.2 A key role for local authorities in the EV transition is ensuring that residents, businesses and visitors have access to EV charge points. Whilst the private sector is expected to fulfil some of the demand for vehicle charging, this will focus on the most commercially lucrative charging locations, such as supermarkets and service stations, and areas of greater affluence. This creates a risk of inequitable access to charging that will hold back the transition to EVs, particularly for residents who are unable to charge at home, and in more rural and less affluent areas.

5.3 To help address this risk, in 2022 the DfT made £450m of funding available to local authorities to help install EV charge points through the Local Electric Vehicle Infrastructure (LEVI) Fund. The LEVI Fund is designed to support local authorities to plan and deliver charging infrastructure for residents without off-street parking, such as rows of terraced properties. It is the largest ever funding programme made available by the DfT for charging infrastructure and is expected to be the main opportunity for authorities to secure funding to deliver charge points at scale. The fund comprises:

- **Capital** funding to support charge point delivery
- **Capability** funding to ensure that local authorities have the staff and resources to plan and deliver charging infrastructure

5.4 Originally the Council planned to make use of the LEVI Fund funding as part of a consortium of West Midlands authorities (led by Midlands Connect), to procure a Charge Point Operator to install and operate charge points across the West

Midlands. Participating in this initiative would support the Council's carbon reduction ambitions, helping to address the Climate Emergency declared in 2019.

5.5 The West Midlands consortium was the largest body of councils working together outside of the capital, and the concentration of resources allowed rapid development of contracting proposals to meet challenging Government timeframes. The initiative proved challenging for Shropshire to actively participate in given lack of internal resources, despite efforts to recruit an officer to support the project (using the capability funding offered by the DfT).

5.6 At that time of the Midlands Connect led initiative, the Council was experiencing financial difficulties and the former Section 151 Officer felt it was unwise to commit to the initiative due to delivery risks stemming from the internal resources challenge, and a perceived financial risk should the DfT seek to claw back funding. Consequently, the Council withdrew from the consortium and the initiative.

6. Recent developments

6.1 Towards the end of 2025, the DfT contacted the Council encouraging participation in the LEVI Fund and offering support to make this happen. It was noted by the Department that Shropshire is one of only a few local authorities in England who have not yet taken up the funding opportunity, and this would ultimately serve as a disbenefit to Shropshire's resident who would be at a disadvantage when it comes to charging opportunities.

6.2 To assist the Council in taking up the LEVI Fund opportunity and recognising the Council's limited internal capacity and capability to deliver the programme, the DfT has relaxed conditions on the use of Capability funding, this relaxation allows the Council to utilise external specialist expertise. In this arena, the Council can draw on external specialist expertise, including organisations that are already supporting multiple local authorities across the Midlands with their LEVI Fund programmes.

6.3 With the support of the external resources, the Council has submitted proposals to the DfT to draw down on both the Capital and Capability funding made available by the LEVI Fund. The total funding available will be £2,006,000 of Capital funding, and £510,420 of Capability funding (of which approximately £190,000 has already been spent or committed to the end of this financial year, on internal resourcing and external resources).

6.4 This paper goes on to outline how funding from the LEVI Fund programme is expected to be utilised to deliver charge points across Shropshire, and the key considerations for the Council in doing so. In addition, the paper also provides detail on another EV charging fund available to the Council, the EV Pavement Channels Grant.

7 Shropshire's LEVI Programme (Current Position)

7.1 As of October 2025, there were a total of 546 charge points across Shropshire. The majority of these are in dense urban areas, often with a higher level of affluence, or at destination sites such as supermarkets. This has left smaller urban and rural areas underserved, particularly residents without access to off-street parking and in lower income areas.

7.2 The Council has had a role installing 130 of the existing charge points (245 sockets), using historic funding opportunities made available by central Government. Most of these funded charge points are operated and maintained by a Charge Point Operator, Connected Kerb, under contract to the Council.

7.3 Forecasts indicate that by 2050, EV adoption will be significant, with an estimated 90% of cars being EVs across both rural and urban areas. The aim of the Government's LEVI Fund is to get ahead of this demand, ensuring that access to charge points is not a blocker to the EV transition, particularly for residents who are unable to charge at their home. Shropshire specific forecasts indicate that hundreds of additional charge points are required by 2035 to meet expected demand.

8 Planned delivery through the LEVI programme

8.1 Through the LEVI Fund, the Council will be able to support residents and visitors to transition to EVs. The funding will allow large scale deployment of charge points by the private sector, under contract to the Council, specifically targeting delivery of an equitable charging network.

8.2 Initial analysis indicates that more than 550 new charge points can be delivered across Shropshire utilising the LEVI Fund Capital funding, doubling the number of charge points across Shropshire currently. Work is underway to determine suitable locations and areas for delivery of this number of charge points. Charge points will be located on-street, in Council-owned car parks, or on third-party land where appropriate agreements are in place (must be 24 hours accessible).

8.3 The scope of installation will primarily include standard 7kW charge points, with the option to incorporate:

- 22kW fast dual socket charge points, where local network capacity and site conditions allow; and
- A limited number of 50kW rapid charge points, subject to site suitability and distribution energy network capacity.

8.4 The anticipated level of provision will be a step-change for Shropshire, helping residents to transition to EV.

8.5 Subject to procurement and contracting, it is expected that a Charge Point Operator will be appointed in early 2027, with the first charge points operating before the end of 2027. It is expected that delivery of all the charge points will take a minimum of 2-3 years through a ramped delivery profile, although it is recognised that there may be practical limitations preventing this. Through market testing the delivery profile will be investigated.

8.6 The appointed Charge Point Operator will be responsible for the supply, installation, connection, operation and maintenance of the charge points. It will be a fully managed service, ensuring reliability, availability, and long-term operational performance across the network

9 Contracting model

9.1 A high-level Options Analysis was undertaken in December 2025 to determine the procurement and contracting options available to the Council to appoint a Charge Point Operator to deliver, operate and maintain the planned charge points. This analysis identified the most suitable contracting method to be a concession contract.

9.2 In this context, a concession contract refers to a commercial arrangement where the Council grants a Charge Point Operator the right to deliver, operate and maintain EV charge points on Council-owned land or highways. Under this arrangement, the Council will invest its £2m of LEVI Fund Capital funding, alongside investment from the operator. Once charge points are operational, user revenue will allow the operator to recoup its investment, whilst also creating a small revenue stream for the Council.

9.3 The concession contract model is well established and recommended by the DfT. It enables the Council to facilitate a large-scale roll-out of charge points without managing the day-to-day operations, while ensuring the network meets agreed service standards and remains accessible to residents and visitors. Importantly, the operator will assume operational and commercial risks associated with the charge points delivered, not the Council.

9.4 A 15-year contract (with the option to extend by one year) is proposed, which is in line with the market and recommended by the DfT. A contract of this length will encourage the Charge Point Operator to invest in the network as it will have a long enough payback period to recoup its initial investment and re-invest in the network and allows time for resident demand for charging to grow to a point of commercial sustainability.

9.5 Under a concession contract:

- The appointed operator will be responsible for costs associated with delivery of the charge points (such as highways works, electrical works, TROs and local resident engagement).

- The council will have final say on where charge points are located.

- The appointed Charge Point Operator shall own, operate, maintain, repair and replace the charging assets for the duration of the contract term. That includes routine and reactive maintenance, replacement of failed or obsolete equipment, asset refresh where required to meet performance and availability requirements. These costs will not fall to the Council.

- Towards the end of the contract term, the Council shall have the right to choose whether the assets are transferred to the Council (at no cost to the Council) or whether the assets should be decommissioned (at no cost to the Council). This ensures that the Council is not exposed to end-of-life replacement costs, and future decisions can be taken based on technology maturity, demand, and policy priorities at that time.

10 Contract value

10.1 Under a concession contract the Council will invest its £2m of LEVI Fund Capital funding, with an expectation that the appointed charge point operator will also invest capital to deliver the contract. The level of operator investment will be determined competitively through a procurement process to appoint an operator.

10.2 Based on initial analysis, it is reasonable to assume that operator investment could exceed £8m. This would mean a ratio of private-public sector funding of 4:1, with a total of at least £10m of capital funding to deliver charge points across Shropshire.

10.3 Should the assumed level of operator investment not be achieved through the procurement this does not create a financial risk for the Council. Rather, it means that a smaller number of charge points than envisaged may be delivered. It will therefore be important to manage public expectations on the number of charge points that will be delivered until the procurement process has concluded.

11 Appointing a Charge Point Operator

11.1 Given the nature and anticipated size of contract the Council will need to undertake a competitive procurement exercise to appoint a Charge Point Operator. It is anticipated that a procurement exercise will commence in 2026, subject to dependencies and approvals.

11.2 The Department for Transport has made available advisors and template procurement materials to enable the Council to follow industry standard approaches utilised by other authorities.

12 Funding and revenue

12.1 The only capital funding required to deliver this LEVI Fund programme comes from the LEVI Fund itself, constituting £2m for the Council.

12.2 Under the terms of the concession contract to be agreed, the Council will require the operator to:

- Pay the Council an annual concession fee, to fund a role to cover contract management and associated activities, and
- Pay the Council a fixed percentage revenue share, which commences once utilisation reaches an agreed level. The level of revenue from this is expected to be relatively low early in the contract, but as the number of charge points increase and utilisation increases the Council will see greater levels of income.

12.3 Such arrangements are normal for contracts of this nature. The level of concession fee and revenue share will be determined ahead of procurement.

12.4 Finance summary table:

Item	Value / Detail	Notes

LEVI Capital Funding	**£2,006,000**	Fully funds EV charge point installation; no Council capital required.
LEVI Capability Funding	**£510,420**	Supports internal and external programme resources. ~£190,000 already spent/committed (2025/26).
Private-Sector Investment (Estimated)	**£8m+**	Leveraged through concession contract; covers installation, operation, maintenance, and replacement.
Council Capital Requirement	**£0**	All capital costs covered by LEVI funding and operator investment.
Operational Costs	**£0 (Council)**	Operator covers all ongoing operational and maintenance costs.
Concession Fee (Income)	**£60k Annual fee paid to Council**	Paid by Charge Point Operator to the Council. Funds contract management and EV Infrastructure Officer post. Estimated at £60k per annum based on further market testing.
Revenue Share (Income)	**% share of charging revenue**	Begins once utilisation reaches agreed thresholds; modest initially, grows over time. This will be in addition to the concessions fee above. The value will be determined through market testing and reported back prior to procurment.
Pavement Channels Grant	**£133,780**	Funds cross-pavement channel hardware/installation; residents contribute ~30%.

13 Resource to deliver this programme

13.1 As noted earlier, alongside Capital funding, the DfT has made available Capability funding to allow local authorities to appoint resources to deliver their LEVI Fund programmes. Given limited internal resources and capability to deliver this programme at the pace expected by the DfT, part of the Council's Capability funding allocation of £510,420 has been used to appoint external expertise to develop the programme. The external specialist has experience supporting multiple authorities to develop their own LEVI programmes from initial scoping through to procurement.

13.2 A further three years of Capability funding is expected to be available to the Council, subject to a successful application to OZEV. This extended support will ensure continuity of programme development and resourcing through the procurement and early delivery phases. It will also allow the Council to maintain the EV Infrastructure Officer post without drawing on core budgets until the concession fee begins to sustain the role long-term.

13.3 Additionally, the Council intends to recruit an EV Infrastructure Officer to oversee procurement and delivery of the programme. This post will initially be funded through the OZEV Capability Fund, with a further three years of funding anticipated. Once an operator is appointed, the role can be sustained through the annual concession fee.

14 Risk

14.1 Any programme such as this introduces an element of risk. The Council is in the beneficial position that it can learn from the experiences of other local authorities who are further progressed with their LEVI Fund programmes (for example, some are already installing charge points). The Council is also able to learn from its existing Charge Point Operator contracts.

14.2 Suitable controls and governance will be put in place to manage risk within the LEVI Fund programme, in line with Council procedures. Risks will be systematically identified, managed, and minimised, with clear ownership established and appropriate elements transferred to the appointed Charge Point Operator through robust procurement processes and well-defined contract terms.

14.3 A known area of concern for the Council relates to the potential risk of claw back of funds. While there is currently no information to suggest that claw back is likely or even possible in this context, the Council has proactively sought clarification from OZEV on this matter. It is understood that if the programme does not proceed in using the allocated Capital funding (for example, due to a failed procurement or failed delivery by the appointed operator), there should be no requirement to return Capability funding, as these are considered separate allocations. Nonetheless, the Council is awaiting formal confirmation to provide full assurance on this point.

14.4 Key risks associated with delivery of the LEVI programme, and resulting concession contract, are identified below.

Category	Risk	Impact	Mitigation
Funding	The DfT rejects the Council's Capital funding application	Funding is not granted, and the programme fails to proceed	Regular engagement with DfT officials, aided by an expression of interest which has been supported by DfT
Procurement	Lack of suitable resources to develop the programme	Programme fails to proceed or is delivered in a poor manner	Appointing external specialist expertise to provide additional capacity and capability
Procurement	The procurement fails to gain market interest	No tenders submitted means the Council is unable to deliver or must re-procure at additional cost	Benchmarking against existing procurements and utilising DfT inputs will help make the procurement more appealing, with key terms tested through soft market testing
Delivery	Public opposition to intended charge point locations	This reduces the number of viable sites, and potentially delays the programme rollout	Public engagement activities will be planned in for the appropriate stage, allowing structured engagement and opportunities to raise

			understanding and support
Operations	The appointed operator lacks the capability or capacity to deliver at the scale needed	The operator is unable to deliver the agreed number of charge points	Setting conditions through the procurement process to limit participation to suppliers with proven capability and capacity, and conducting due diligence into the preferred operator
Operations	Charge points are not adequately maintained	Charge points are unusable to the public, causing reputational damage to the Council and reduce revenue to the Council	Use of Service Level Agreements and Key Performance Indicators, backed by financial penalties and the ability to terminate the contract
Commercial	Capital costs exceed initial estimates	The operator is unable to deliver the agreed number of charge points	A contracted minimum number of charge points will be agreed, with financial risk held by the operator
Commercial	The appointed operator goes into administrator or otherwise withdraws from the contract	Failure to deliver or operate the expected charge points	Due diligence of the preferred operator through the procurement process, including a review of their financial position and funding sources
Commercial	The charge points may be expensive for users	High usage costs could discourage uptake and usage of the charge points, potentially undermining the programme's objectives and leading to reputational damage for the Council	A margin cap will be implemented in the contract, allowing the operator to adjust prices in line with market changes in electricity costs, while preventing excessive profit margins
Commercial	Demand for and utilisation of the charge points is lower than anticipated	Reduce revenue for the operator, which may not cover costs of operation and investment	Ramped installation profile to align supply and expected demand, and use of suitable contractual measures to protect the Council
Financial	Operational risk arising from the use of the charge	Financial or reputational damage to the	Ownership and maintenance responsibilities, along

	points, including potential consumer or public liability claims	Council in the event of incidents involving charge point users	with associated liability, are transferred to the operator through the contract

15 The EV Pavement Channels Grant

15.1 Alongside the LEVI Fund programme, the DfT has also made funding available to local authorities to install cross-pavement channels, through the EV Pavement Channels Grant. The channels grant compliments the LEVI Fund programme, expanding access to charging for residents.

15.2 Cross-pavement channels allow residents who do not have off-street parking to safely charge their EVs at home. With this arrangement, a resident can have a home charge point installed, then route the charging cable through the specially designed pavement channel, enabling them to connect their vehicle parked on the street directly to their domestic supply. This means they can take advantage of lower home electricity tariffs while ensuring the pavement remains clear and safe for pedestrians.

15.3 Without an approved channel, running a cable across or along the public highway is not permitted under the Highways Act 1980, as it poses a risk of obstruction or hazard to the public. It is important to note that not every property will be suitable for a pavement channel (for example due to proximity to electrical cabinets on the pavement) and therefore not all residents will be able to benefit from this solution.

15.4 In 2025 Shropshire was allocated £89,000 in Capital funding under the grant programme, and in January 2026 was allocated an additional £44,000 of Capital funding. This funding can be used to pay the channel hardware and installation costs. Memorandums of Understanding and Grant Offer Letters have been received for both funding allocations, with the Council now needing to accept the terms or have the funding withdrawn.

15.5 The Council has already undertaken small scale trials of pavement channels, providing learnings to inform future delivery. A number of different providers operate in the market, allowing the Council to ensure best value for money.

15.6 Officers are at an early stage of determining how best to utilise the grant funding provided to maximise benefits for residents. The grant funding allocation means that if this is taken forward, there will be no Capital cost to the Council (as costs will be covered by the grant award, and a contribution by residents who benefit from the programme, estimated at 30% of total costs). The resources required to deliver the programme are covered under the Capability grant funding.

15.7 Once the grant funding has been fully used, alternative funding models that do not introduce new costs to the Council will need to be considered. This may include residents fully funding the costs, which alongside the LEVI programme could also lead to a small revenue stream for the Council (both in terms of the up-front cost paid by the resident, and an annual licence fee).

16 Conclusion

16.1 The Council has the opportunity to significantly improve resident, business and visitor access to EV charging infrastructure by utilising funding made available by the DfT through the LEVI Fund programme and the supplementary EV Pavement Channels Grant.

16.2 These programmes are designed to support the transition to low-carbon transport, increase access to EV charging for residents, especially those without off-street parking, and help the Council meet sustainability and climate targets. The benefits include improved public access to charging, reduced carbon emissions, and enhanced reputation for environmental leadership, while also generating revenue for the Council.

16.3 Shropshire is well placed to make effective use of the funding available. The Council has the advantage of being able to draw upon the experiences and best practices of other local authorities that are further advanced in their delivery of similar programmes. In addition, insights gained from earlier trials and small-scale deployments within Shropshire provide valuable learnings to inform future implementation.

16.4 If the Council does not seize this funding opportunity, Shropshire will become one of the few authorities to decline support from the LEVI Fund. This would disadvantage residents during the transition to EVs and could expose the Council to the risk of reputational harm.

16.5 The Council's LEVI Fund allocation is £2m, with a potential additional £8m from private sector investment. This funding could support over 550 new charge points, doubling Shropshire's current total. Appointment of a Charge Point Operator is expected in early 2027, with installation starting later that year and completion taking 2-3 years. The final number of charge points is pending, but priority will go to areas identified as having the greatest need whilst also ensuring the contract is attractive to the private sector.

16.6 A known area of concern for the Council relates to the potential risk of claw back of funds. While there is currently no information to suggest that claw back is likely or even possible in this context, the Council has proactively sought clarification from OZEV on this matter.

16.7 The Council's EV Pavement Channels Grant allocation totals £133,780. This will allow the Council to appoint a contractor to install pavement channels, allowing residents to charge their EV whilst parked on the street directly outside their home, using their own charge point. Officers are at an early stage of determining how best to utilise the grant funding provided to maximise benefits for residents.

17 Risk Assessment and Opportunities Appraisal

17.1 **Risk Management**

The LEVI Fund and EV Pavement Channels Grant programmes introduce a series of strategic, commercial and operational risks. These have been identified early and will be managed through established Council governance processes. Key risks include procurement complexity, market interest, public engagement challenges, and potential delivery constraints such as network capacity. Many operational and commercial risks will be transferred to the appointed Charge Point Operator through a concession contract, reducing long-term exposure for the Council. A detailed risk register is in place, with mitigations and ownership set out (see Appendix A).

17.2 **Financial Considerations**

The programmes are funded entirely through external allocations, with no Council capital requirement. The LEVI Capability funding supports resource costs, and the future concession fee will allow ongoing contract oversight to be cost-neutral. The concession model also protects the Council from operational, maintenance, and end-of-life asset costs. Revenue share arrangements provide a modest future income stream. Financial risk is therefore considered low, though dependent on a successful procurement.

17.3 **Legal and Procurement Implications**

Delivery will require a competitive procurement process aligned with the Concession Contract Regulations and Council Contract Procedure Rules. Legal input will be engaged throughout procurement and contract development to ensure appropriate transfer of risk, clarity of obligations, and compliance with statutory duties under highways, planning and equalities legislation.

17.4 **Climate Change Considerations**

The programmes will generate long-term positive environmental impacts by enabling wider access to EV charging, particularly for residents without off-street parking. This supports the Council’s climate commitments and reduces reliance on fossil-fuel vehicles. Further detail is provided in the Climate Change Appraisal.

17.5 **Equalities, Social Inclusion and Health Impacts**

Expanding EV charging in both urban and rural locations supports fair access to low-carbon transport and helps prevent inequitable distribution of charging opportunities. The Pavement Channels Grant will assist households who would otherwise be excluded from charging at home. An Equalities and Social Inclusion assessment will be completed as part of the programme development.

17.6 **Opportunities Appraisal**

The LEVI programme offers substantial opportunities for Shropshire, including:

- levering significant private investment (estimated at more than £8m) into local infrastructure;
- doubling the county’s EV charging provision;
- increasing access for residents without driveways;
- supporting economic growth by improving visitor and business charging availability;
- reducing carbon emissions in line with Council and national policy;
- generating future revenue through the concession model.

17.7 Failure to progress would mean Shropshire remains one of the few councils not utilising LEVI funding, limiting access to EV charging for residents and weakening the Council's environmental leadership position.

18 Financial Implications

18.1 Shropshire Council continues to manage unprecedented financial demands, and a financial emergency was declared by Cabinet on 10 September 2025. The overall financial position of the Council is set out in the monitoring position presented to Cabinet on a monthly basis. Significant management action has been instigated at all levels of the Council reducing spend to ensure the Council's financial survival. While all reports to Members provide the financial implications of decisions being taken, this may change as officers and/or Portfolio Holders review the overall financial situation and make decisions aligned to financial survivability. All non-essential spend will be stopped and all essential spend challenged. These actions may involve (this is not exhaustive):

- scaling down initiatives,
- changing the scope of activities,
- delaying implementation of agreed plans, or
- extending delivery timescales.

18.2 The LEVI programme and EV Pavement Channels Grant present no additional capital requirement for the Council. All installation costs associated with public EV charge points and pavement channels will be funded through external Government allocations, supplemented by private sector investment. There are no additional funding requirements from the Council outside of the grant allocations.

18.3 **LEVI Capital and Capability Funding**

The Council has been allocated £2,006,000 in Capital funding and £510,420 in Capability funding from the Department for Transport. Capability funding will cover internal and external resource costs required to develop and manage the programme. Approximately £190,000 of Capability funding has already been spent or committed in 2025/26. No core Council budget is required to support this activity.

18.4 **Private Sector Investment (Concession Contract)**
The procurement of a Charge Point Operator through a concession contract is expected to leverage significant private investment, estimated at over £8m, towards the delivery of approximately 550 new charge points. This investment will cover installation, connection, operation, maintenance, and end-of-life replacement for the duration of the contract. These costs therefore do not fall to the Council.

18.5 **Operational and Maintenance Costs**

Under the proposed concession model, the appointed operator will assume full responsibility for all operational expenditure, routine and reactive maintenance, hardware replacement and asset refresh. This arrangement eliminates long-term financial liabilities for the Council.

18.6 **Income Generation**

The contract will include:

- an annual concession fee, which will fund the EV Infrastructure Officer post and ongoing contract management activities, and
- a percentage share of charging revenue, once utilisation reaches an agreed threshold.

Income in early years is expected to be modest but will increase as the network grows and EV adoption rises.

18.7 **EV Pavement Channels Grant**

The Council has been awarded £133,780 in Capital funding for pavement channel installation. Costs for installing approved channels will be met through the grant and resident contributions, expected at around 30% of total costs. No Council capital is required to deliver this programme. Once grant funding is exhausted, alternative cost-neutral models—such as full cost recovery from residents—will be explored.

18.8 **Financial Risk**

Financial exposure to the Council is low. Core capital costs are externally funded, operational risks are transferred to the Charge Point Operator, and the Council is not liable for asset end-of-life costs. While there remains a residual risk relating to potential clawback, early engagement with OZEV suggests this risk is minimal.

This risk will be managed through appropriate contract mechanisms with the Charge Point Operator and close engagement with OZEV.

19 Climate Change Appraisal

19.1 **Energy and fuel consumption**

A positive outcome is expected. The delivery of over 550 new public EV charge points, alongside the installation of approved pavement channels, will support increased uptake of electric vehicles across Shropshire. This will reduce reliance on petrol and diesel, leading to lower transport-related emissions over time. While installation works will generate minor embodied carbon, this is substantially outweighed by long-term operational benefits. The Charge Point Operator will be encouraged to use renewable energy throughout the course of the contract.

19.2 **Renewable energy generation**

A neutral to positive outcome is expected. The programme does not directly generate renewable energy; however, EV charging infrastructure enables and encourages greater use of low-carbon energy sources within the transport sector. The concession contract will include provisions requiring the operator to procure electricity from renewable sources wherever commercially viable, supporting the wider decarbonisation of local transport.

19.3 **Carbon offsetting or mitigation**

A positive outcome is expected. Increased access to reliable charging, particularly for residents without off-street parking, will help accelerate the transition away from internal combustion vehicles. This supports Shropshire Council's carbon reduction objectives and contributes to county-wide emissions mitigation. The operator will also be responsible for maintaining efficient hardware, reducing operational losses and ensuring long-term carbon savings.

19.4 **Climate change adaptation**

A positive outcome is expected. The design, specification and installation standards required through the LEVI procurement will ensure that all charging assets are resilient to extreme weather conditions, supporting long-term adaptability of the infrastructure. Locating charge points in a broader range of rural and urban settings will also help improve transport resilience by diversifying charging options across the network.

20 Additional Information

20.1 The Council continues to engage with the Department for Transport and the Office for Zero Emission Vehicles to ensure that Shropshire maximises the benefits of the LEVI Fund and the EV Pavement Channels Grant. National guidance, template documentation and technical support made available by the DfT are being utilised to align Shropshire's approach with recognised best practice. Officers are also drawing on learning from other local authorities already progressing through procurement or early delivery stages of their LEVI programmes, ensuring that Shropshire benefits from established market insights and avoids common delivery challenges.

20.2 The LEVI programme will be closely coordinated with existing transport, parking and highways strategies to ensure consistent decision-making around site selection, public engagement, and long-term network planning. Work is also underway to assess potential interactions with wider decarbonisation initiatives, including local energy capacity planning, fleet electrification, and future mobility strategies.

20.3 As the programme develops, further updates will be brought forward as required, particularly at key milestones such as procurement launch, operator appointment, and commencement of delivery. A robust governance structure will be established to oversee implementation, manage risk, and ensure compliance with the terms of the funding awards.

21. LEVI & Pavement Channels – Programme Timeline

LEVI Programme Timeline		
Stage	**Activity**	**Indicative Date**
1. Engagement & Funding Confirmation	Continued engagement with DfT; drawdown of LEVI Capital & Capability funding	*Ongoing – 2026*
2. Programme Development	Site identification, technical assessment, public engagement planning	*June 2026*

3. Procurement Preparation	Develop tender documents, commercial model, evaluation criteria	*June 2026*
4. Procurement Launch	Competitive process to appoint Charge Point Operator.	*Before end of 2026 (dependant on OZEV approval)*
5. Operator Appointment	Contract award and mobilisation	Early to mid 2027
6. First Installations	Initial sites delivered and operational	Late 2027
7. Main Delivery Phase	Ramped deployment of charge points across Shropshire	2027–2029/30
8. Ongoing Operation	Long-term operation, maintenance, monitoring, revenue share	2027–2042 (15-year concession)
Pavement Channels Programme Timeline		
Stage	**Activity**	**Indicative Date**
1. Pavement Channels Programme	Trials to be undertaken and market testing	May 2026
2. Ongoing Operation	Procurement of gully contract to supply, install and manage	Sept 2026
3. Pavement Channels Programme	Contractor appointment and installation of cross-pavement channels roll out	Early 2027
4. Ongoing Installations	Long-term operation, maintenance, monitoring.	2027 - ongoing

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

1. Department for Transport – Local Electric Vehicle Infrastructure (LEVI) Fund: Capital Guidance for Local Authorities
2. Department for Transport – LEVI Capability Funding: Guidance for Local Authorities
3. OZEV / DfT – LEVI Fund: Expression of Interest Guidance and Templates (2025 Issue)
4. Shropshire Council – LEVI Fund Expression of Interest Submission (October 2025)
5. Department for Transport – EV Pavement Channels Grant: Memorandum of Understanding and Grant Offer Letter (2025 Allocation)
6. Department for Transport – EV Pavement Channels Grant: Memorandum of Understanding and Grant Offer Letter (2026 Allocation)

7. Shropshire Council – Review & Public EV Charging Infrastructure Strategy (Draft, 2023 – Under Update)
8. Shropshire Council – Electric Vehicle and Charging Infrastructure Public Toolkit (June 2022)
9. Shropshire Council – Local Transport Plan (LTP) - (2026-2036 In development).

Local Member:	**All**
Appendices - None	