Powering Local EV Infrastructure

A Guide for Councils

UK 100

DSO | UK Power Networks Delivering your electricity

cenex

Contents

Executive Summary

Local authorities are central to delivering the UK's net zero ambitions, with transport remaining the largest source of greenhouse gas emissions. This guide provides senior leaders and officers with a practical roadmap for accelerating the deployment of electric vehicle (EV) infrastructure, emphasising the need for strategic planning, equitable access and financial sustainability.

This guide covers the full journey of EV infrastructure delivery; from developing holistic strategies and building robust business cases, to choosing the right commercial arrangements, accessing funding opportunities and ensuring inclusive planning for all communities. It offers practical advice on site selection, partnership models, fleet electrification and collaboration with key stakeholders such as Distribution Network/System Operators, government agencies, and technical experts.

By leading on fleet electrification, inclusive planning, and collaboration, local authorities can deliver effective, future-proofed EV infrastructure, driving progress towards net zero and cleaner communities which is a key pillar to the national transport decarbonisation strategies.

This guide is the result of collaboration between UK100, UK Power Networks DSO, and Cenex, combining expertise in local government leadership, electricity infrastructure, and sustainable transport to empower councils with the knowledge, tools and support needed for impactful climate action.

About

UK100

UK100 is the only network of ambitious councils led by all political parties working together to tackle climate change. We help local leaders overcome challenges and turn innovation into solutions that work everywhere. We build the case for the powers needed to make change happen. From cities to villages, we help communities across the UK create thriving places powered by clean energy – with fresh air to breathe, warm homes to live in, and a healthy natural environment.

Find out more at: www.uk100.org

UK Power Networks DSO

UK Power Networks is the Distribution Network Operator (DNO) for London, the South East, and East of England. It owns and maintains the cables and substations that deliver electricity to 8.5 million homes and businesses – around 20 million people across 133 local authorities. In 2023, UK Power Networks launched the UK's first independent Distribution System Operator (DSO). DSO's main objective is to ensure there is the right capacity in the right place, at the right time, and at the lowest cost for their customers, with local authorities as one of their key customer groups.

Find out more at: ukpowernetworks.co.uk and dso.ukpowernetworks.co.uk

Cenex

Cenex is a not-for-profit, independent research and technical organisation committed to reducing emissions from transport through innovation. Over its 20 years as the UK's Centre of Excellence for sustainable transport it has helped councils, companies, charities and countries develop effective policies, strategies and implementation plans for decarbonisation. It supports local authorities with data, insights and guidance through its NEVIS[1] service.

Find out more at: www.cenex.co.uk/

1 The role of local authorities in EV infrastructure

1.1 Why EV infrastructure matters

The UK has a legally binding commitment to achieve net-zero greenhouse gas emissions by 2050 under the Climate Change Act. However, transport remains the largest emitting sector, accounting for 29% of UK greenhouse gases in 2023. Cars and taxis are responsible for over half of this total (54%).[2]

Electric vehicles (EVs) are a crucial change in tackling this challenge, offering a range of benefits to both drivers and society:

- Significantly lower carbon emissions over their full lifecycle
- Reduced air and noise pollution in towns and cities
- Cheaper to run, particularly with off-street or off-peak charging
- More flexible charging options (home, workplace, public)
- Lower servicing and maintenance costs
- Access to tax incentives and local transport benefits
- Ability to support grid flexibility and local energy resilience

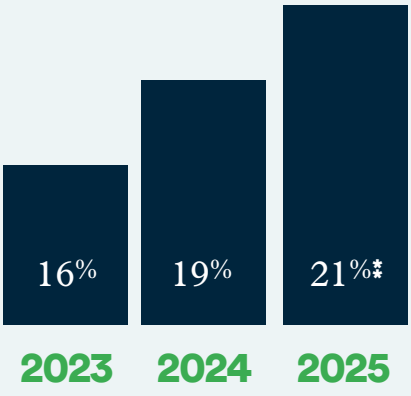
Along with the electrification of their own fleet, DNOs/DSOs such as UK Power Networks are committed to supporting the wider electrification of cars and vans on the UK's roads, and the EV Infrastructure (EVI) which facilitates this.

UK Government key dates: the end of petrol and diesel

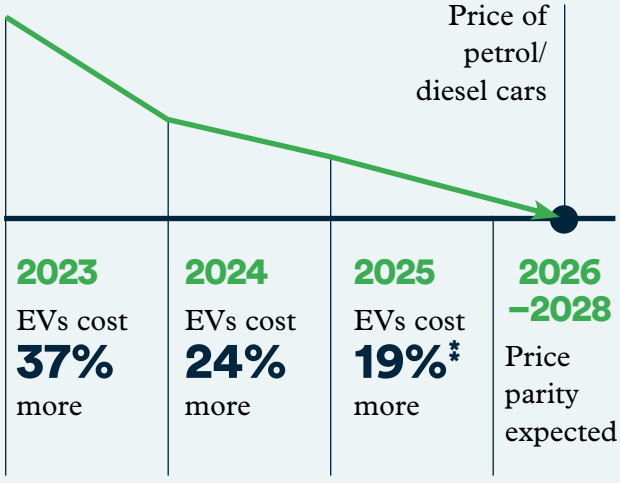
2030	2030–2035	2035
No new petrol or diesel cars sold	Hybrid cars still allowed	No new petrol or diesel vans sold*

* Second hand sales will continue beyond 2035. All new cars and vans must be zero-emission at the tailpipe.

EV share of new car sales (%) [3]



Price gap shrinking fast[4]



‡ 2025 figures refer to the year-to-date (YTD) value as of the time of publication https://newautomotive.org/ecc

1.2 Local government is at the heart of the electrification revolution

The shift to electric vehicles is more than a fuel change, it's transforming how we think about energy. While EVs directly reduce reliance on petrol and diesel, they are unlocking an opportunity to re-think how we travel.

Local government is at the heart of this transformation. Although councils don't own traditional fuel stations, they manage public assets that will need to host EV infrastructure – such as pavements, highways, housing estates, car parks, lampposts and bollards.

Local authorities influence planning policies and street design through their role in approving applications for planning permission and overseeing the country's Highways.

This gives local authorities a unique ability to shape an equitable and accessible charging network, including through planning policy, street design and local transport strategies.

They can additionally advocate for national policy and countrywide regulatory changes to accelerate the transition.

A question of equitability

Around one-third of UK households do not have off-street parking.[5] These households are less able to access the cost and convenience benefits of EVs, making them a key focus of policies and strategies looking to electrify transport equitably.

Differences in charging costs and taxes can make EVs more expensive for those without off-street parking, highlighting the need for fairer, more consistent pricing.

Strategic and local authorities are also the main route for accessing Central and Regional Government funding schemes. By combining public funding with private investment, councils can unlock significantly more delivery than grants alone would enable.

Finally, local authorities can lead by example by electrifying their own fleets and depots, supported by schemes such as the OZEV Depot Charging Grant. Many have fleets and depots of their own which they can electrify over time to clean-up local services such as meals-on-wheels, social housing maintenance or refuse and recycling collection.

Accessibility matters: inclusive EV charging for all

1.35 million[6] disabled people are expected to rely on public EV charging points by 2035.

To ensure equitable access for all, **PAS 1899:2022 – Electric Vehicles: Accessible Charging Specification**[7] indicates the gold standard for an accessible chargepoint. This covers inclusive design, height and spacing of chargepoints, kerb gradients, cable weight, signage, user interfaces and more.

Local authorities should consider:

- Accessibility standards like PAS 1899 in procurement and planning processes.
- Requiring providers to comply with design principles for accessible bays.
- Auditing existing sites to identify and address accessibility issues.

EVs and flexibility

EVs can support a smarter, more flexible energy system. Smart charging enables vehicles to draw power when demand is low and renewables are abundant, while vehicle-to-grid (V2G) technology allows them to return power during peaks – helping balance the grid and boost energy resilience.

Roles and responsibilities across tiers of government

The powers and responsibilities for EV infrastructure are distributed across different tiers of local government, often requiring collaboration.

Combined (soon to be strategic) authorities provide regional leadership and coordinate delivery. County and unitary authorities integrate charging into transport strategies and manage public assets such as roads, parking, and street furniture. In two-tier areas, district and borough councils work with counties on planning, local site delivery, and fleet electrification.

Oxfordshire Electric Vehicle Infrastructure Strategy

Oxfordshire has taken a collaborative approach to planning EV infrastructure, with the County, City, and District Councils jointly developing the Oxfordshire Electric Vehicle Infrastructure Strategy (OEVIS).

The strategy sets out a shared vision where residents, businesses, and visitors can charge their vehicles conveniently.

It draws on lessons from innovative pilot projects and has been shaped with input from all five District and City Councils, alongside town and parish councils and the EV industry.

By working together, Oxfordshire's councils are laying the groundwork for a high-quality charging network that supports transport decarbonisation and cleaner air.

2 Delivering your EV strategy

2.1 Start with a clear and holistic EV strategy

Before deploying chargepoints, develop a comprehensive EV infrastructure strategy. Your strategy should map out long-term community needs, assess the competitive landscape, identify the most suitable chargepoint types for different locations, and audit available spaces across streets, estates, car parks, and other council-owned sites. It should also align delivery with wider net zero and transport plans.

Key considerations for local authorities

When planning EV chargepoint projects, local authorities should carefully assess the following:

- **Engage with peers:** Learn from other councils' projects to identify practical lessons on procurement, funding and operations.
- **Internal coordination:** Coordinate across different teams within your own authority such as planning, transport, etc. to ensure projects align with wider objectives.
- **Meeting user needs:** Ensure infrastructure serves current and future demand and is adaptable to evolving technology and market behaviours. For instance, through clear user instructions, ease of use of payment options, and aligning parking policies (such as timing) with the operational characteristics of the infrastructure.
- **Financial returns and risks:** Understand the minimum returns required, risks if revenues fall short and mitigation measures.
- **Asset and site considerations:** Identify available sites that are attractive to the private sector, and clarify terms for land use, lease duration, asset ownership, and reinstatement obligations.
- **Resource capacity:** Understand if the authority has the capability to manage contracts, monitor performance, and maintain sites effectively.
- **Procurement and regulatory compliance:** Apply procurement rules appropriately, especially when establishing Special Purpose Vehicles (SPVs) or joint ventures.
- **Strategic objectives and control:** Define the level of involvement the authority will retain and establish conditions for private operators including technology, service quality, and contract length.
- **Partnership and venture structure:** Establish an appropriate structure for any joint venture, concession, or strategic partnership, clearly defining how risks, responsibilities, and benefits are shared, ensuring a shared vision, and confirming the arrangement can scale if the project succeeds.

2.2 Choosing the right commercial arrangement

One of the key decisions local authorities must take is selecting the right commercial arrangement to suit their needs.

There are several established approaches, each of which has differences in:

- The level of investment made by different stakeholders;
- The amount of risk and liability that is adopted by different stakeholders; and/or
- The revenue generated by different stakeholders

The commercial arrangements can be structured based on the two groups below:

Supplier	Authority
• Company specialising in installing and operating EVI • Generally private sector organisation, although some suppliers are backed by business that are wholly or partly state-owned • Usually separate to the companies who manufacture the equipment, but there are exceptions	• Public or private sector organisation looking to install EVI • This could be a national government, if they were to fund EV infrastructure • Typically own the land that the equipment is installed on, but sometimes installed on private land

2.2.1 Own and operate model

Equipment	Installation	Operation	Maintenance	Revenue Share
Authority	Authority	Authority	Authority	100%

- The Authority funds, installs, and manages the infrastructure entirely itself, retaining full control over revenue and operations.
- All capital costs are paid by the Authority, with capital and operational costs being offset by revenue from usage charges.
- The Authority owns the infrastructure. Part of the operations (e.g. maintenance, second-line of support) typically are contracted to an operator, including definition of service level agreements (SLAs).
- The operator fee may either be covered through a share of the revenue generated, or on an ongoing fixed-rate basis.

Opportunities

- 100% revenues retained
- Full control over pricing and operations
- Ability to integrate with future smart/innovative solutions
- Ownership of assets

Challenges

- High upfront capital cost
- Requires in-house operational expertise and back-office systems
- Full responsibility for revenue collection and SLA compliance of subcontractors
- Operational complexity increases with scale
- Revenue uncertain if utilisation is low

2.2.2 Land lease model

Equipment	Installation	Operation	Maintenance	Revenue Share
Supplier	Supplier	Supplier	Supplier	~1-5%

- The Authority leases land to the Supplier, who provides, installs and operates charging infrastructure, usually in return for a ground rent and/or a small revenue share.
- The Supplier owns the equipment and is responsible for installation, maintenance, and operational support.
- Ideal where the Authority is content to have little or no control over how infrastructure is operated.
- Ideal where the Authority intends to commit as little time or money as possible.

Opportunities

- No capital expenses
- Low operational expenses
- Supplier manages operations, hence, mitigates maintenance delays and operational risks

Challenges

- Revenue share is low and sourced as ground rent only
- Limited control over customer management
- Limited control over operational flexibility
- Limited control over data management

2.2.3. External operator model

Equipment	Installation	Operation	Maintenance	Revenue Share
Authority	Authority	Supplier	Authority	~70-90%

- Capital investment made by the Authority, but equipment is operated by a private supplier in return for a revenue/ profit share.
- The Authority owns the infrastructure while all operations are contracted to an operator.
- Ideal where the Authority wishes to avoid ongoing operating costs, but still wishes to own the equipment and exert control on how the equipment is operated.
- Ideal where the Authority wishes to control tariffs and/or branding of charging infrastructure.

Opportunities

- Majority of revenue retained
- Full control over pricing
- Ability to integrate with future smart/innovative solutions
- Ownership of assets
- Supplier manages back-office systems, hence, lower operational costs

Challenges

- High upfront capital cost
- Income is reduced
- Requires in-house operational expertise
- High responsibility for revenue collection and SLA compliance
- Revenue is uncertain if utilisation is low
- Limited control over data management

2.2.4 Concession model

Equipment	Installation	Operation	Maintenance	Revenue Share
Supplier	Split	Supplier	Supplier	~5-20%

- The Authority grants the Supplier the right to install and operate infrastructure for a defined period.
- The Authority invests capital to establish a connection point for charging infrastructure. The Supplier provides and installs infrastructure onto the connection point.
- Revenue is shared between two parties based on the initial agreement which is largely affected by the share of capital costs and risks borne by each party.
- When the concessionaire has a larger stake in the investment, they will typically require more assurance over levers such as pricing or contract duration, to be able to recoup their investment.

Opportunities

- Shared risk with moderate capital expenses
- The Authority retains some oversight over the infrastructure
- Supplier manages operations, hence, mitigates maintenance delays and operational risks resulting in lower operational costs

Challenges

- Revenue share for the Authority is low and depends on contract terms
- Requires extensive contract management to ensure SLA compliance
- Limited operational control
- Limited control over data management

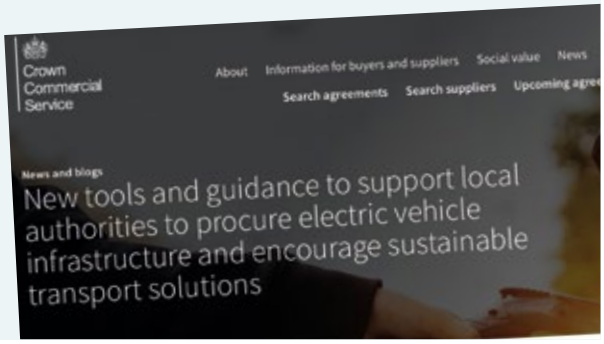
For any of these models it might be necessary to get additional land consents with the council and any third party landowners to ensure the legal security of your connection. This may also be needed to enable your Distribution Network Provider (DNO) to install and maintain your supply in the future.

You can find out more at UK Power Networks' **Installing a new EV charging hub? Find out what consents you need first.**[8]

Case Study: Simplifying EV infrastructure procurement

Crown Commercial Service (CCS), in collaboration with the Department for Transport (DfT) and the LEVI Support Body (Cenex, Energy Saving Trust, and PA Consulting), has launched a new scheme to make it easier for local authorities to procure EV infrastructure. It includes ready-to-use tender templates, contract terms, and SLAs aligned with DfT guidance.

These **resources**[9] and **templates**[10] can be accessed at the Crown Commercial Service website.



2.3 Funding opportunities

2.3.1 Government Support

In addition to the **Local EV Infrastructure (LEVI) Capital Fund**[11] in England, the **Electric Vehicle Infrastructure Fund** (EVIF)[12] in Scotland and the **Ultra-Low Emission Vehicle (ULEV) Programme**[13] in Wales, a few other funds are open to local authorities.

Local EV Infrastructure (LEVI) Capital Fund: The LEVI fund provides both capital and revenue funding to help local authorities in England to hire, train and equip staff to deliver EVI in their locality.[14]

EV pavement channels grant: The £25 million EV pavement channels grant helps English councils install pavement cable channels to enable residents without driveways to charge safely at home.[15]

Workplace and Public Sector Schemes: The Office for Zero Emission Vehicles (OZEV) offers a range of grants supporting households, landlords, and public-sector organisations.[16] Councils can apply for:

- Up to £1 million for depot charging under the Fleet Charging Scheme
- Up to £15,000 for public or workplace chargepoints
- Smaller grants for renters and flat owners via the EV Chargepoint Grant

National Wealth Fund: This publicly-owned investment bank finances large-scale clean-energy and transport projects (minimum £5 million). Councils may explore co-investment opportunities for major EV infrastructure or fleet projects.[17]

Future Funding: As part of the 2025 Spending Review, the UK Government committed £400m to expand and improve public EV charging infrastructure, alongside £1.4bn to support the uptake of EVs. Future funding rounds are expected under LEVI and successor schemes.

Assessing business cases

A robust business case is essential for a healthy EV infrastructure ecosystem – utilisation, equity, and long-term sustainability should be at its core. When building your business case, focus on:

- **Site demand and accessibility:** Assess which locations (on-street, car parks, residential, commercial) have high or low demand, and ensure all sites are accessible to users, including those with limited mobility.
- **Tariff design and operating hours:** Set pricing structures and operating hours that encourage usage and support equitable access.
- **Installation and grid-connection costs:** Factor in the costs of installing chargepoints and connecting to the network, including any necessary upgrades.
- **Grant or co-investment opportunities:** Seek out available grants and explore partnerships to reduce upfront costs and share risks.
- **Contract duration and scalability:** Structure contracts to allow for future expansion and adapt to changing demand.
- **Alignment with local transport and net zero strategies:** Ensure your plans support broader transport and climate goals.
- **Portfolio approach:** Group high- and low-demand sites into balanced portfolios. This attracts investment by ensuring financial viability while maintaining equitable access for all communities.

Minimising costs to get a better deal for you and your residents

- **Choose sites wisely:** Select locations close to existing cable routes to cut down on new cabling, which lowers both cost and disruption. Check with your local DSO if they offer digital tools to support you with your EV planning

- **Check equipment listings:** Make sure your chosen chargepoint model is on the **Energy Network Association (ENA) Low Carbon Technology Register**[18] to prevent delays and extra assessment work by your DNO.

- **Match charger type to needs:** If overnight charging meets your needs, slower chargers may be sufficient and far cheaper than installing rapid chargepoints. Matching parking restrictions with the operational characteristics of the infrastructure.

- **Review electricity use:** Improve energy efficiency or shift how you use power on-site to free up capacity for EV charging without needing a larger connection.

- **Explore flexible connections:** Connect to the electricity network with lower connection costs and faster installations.

- **Set a flat-rate payment for concessionaires:** Where a revenue share is offered to local authorities from a private entity, a flat-rate payment may be appropriate. In this approach, the local authority receives a fixed, index-linked fee at regular intervals, regardless of chargepoint utilisation. This provides predictable income from day one and is easy to administer. Agreed costs could cover any council operational costs such as the salary for a contract manager.

- **Earn revenue on EVs through flexibility services:** Participate in a flexibility tender of your DSO and be financially incentivised to move your energy outside of peak times. Find out more at **The Local Authority's Guide to Flexibility.**[19]

2.3.2 Other financing arrangements: beyond government grants

While government grants remain vital, local authorities can bridge funding gaps through a range of financing mechanisms.

Loans: Traditional lending, public or private, can support large-scale projects, provided revenue forecasts ensure repayment. Options include the Public Works Loan Board (PWLB) and the National Wealth Fund, offering favourable terms for capital investment.

Internal Funding: Councils can use reserves or internal borrowing which can suit pilot projects and to test business models before seeking external finance.

Commercial Finance: Banks increasingly offer sustainability-linked or green loans tied to environmental targets, rewarding high-performing, well-utilised networks.

Asset and Green Finance: Asset financing spreads costs over equipment lifespans, while green finance products and ESG-linked loans provide discounted rates for climate-aligned projects.

Bonds: Local Climate Bonds (Community Municipal Investments) and traditional green bonds enable councils to raise funds from citizens or institutional investors for environmental projects.

Blended Finance: Combining public grants with private capital can de-risk investment and accelerate delivery of EV infrastructure.

3 Who can support you on your EV journey?

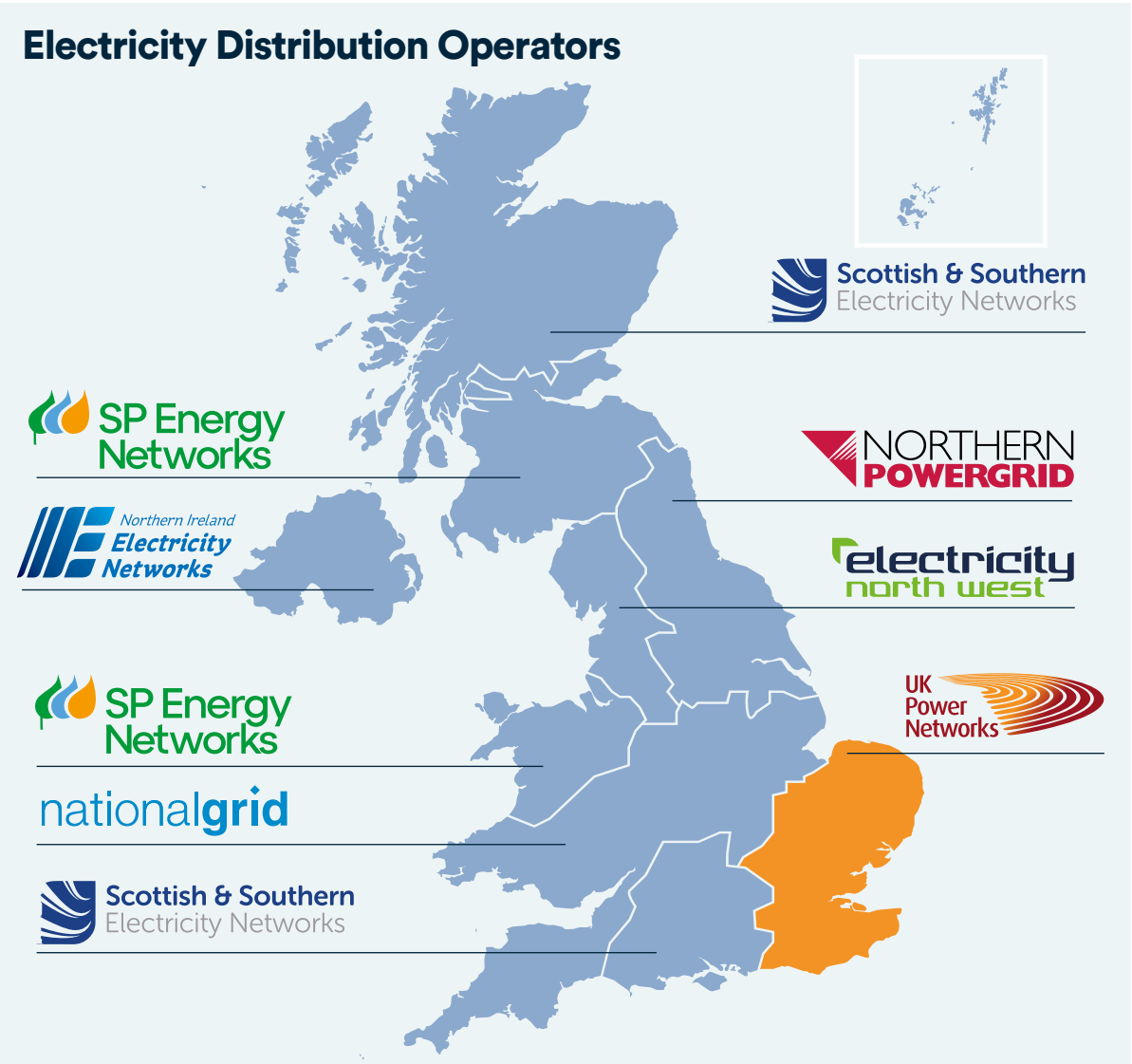
Delivering EV infrastructure is a collaborative effort that draws on expertise from across the public and private sectors. Understanding who can support your project and when to engage them is crucial for successful delivery.

3.1 Role of Distribution Network Operators (DNOs)/ Distribution System Operators (DSOs)

The DNO is responsible for helping local authorities connect EV chargepoints, new buildings and green energy to the network efficiently and on time. The DSO provides strategic support for longer-term projects, advising on the most cost-efficient solutions to help local authorities make their local energy plans a reality. Specifically, the DNO is the licensed operator of the electricity distribution network, with seven DNOs covering different areas in the UK.

To find the DNO operating in your area you can visit the **Energy Networks Association (ENA)** website.[20]

A local authority can liaise with their DSO covering their area in order to discuss their long-term local energy plans including their EV infrastructure strategy. Local authorities or their selected EV infrastructure service providers will need to liaise with their DNO to connect or alter EV chargepoints.



UK Power Networks DSO and EV chargepoint installations

If you are in London, South East or East of England, **UK Power Networks' DSO Local Net Zero Team**[21] can support you with your long-term energy planning, including your EV strategy, through several ways.

Their stakeholder-endorsed LAEP framework offers a three-tiered support service that includes a personalised, bespoke service. They have created the **Your Local Net Zero Hub,**[22] which has resources to help you get started with your local energy plans or LAEPs, understand the Net Zero basics, and review case studies. You can also access a free online tool, LAEP+, for visualising data, resources for project planning, and creating scenarios to evaluate long-term plans against budgets and targets, as well as for engaging with stakeholders.

With support from their delivery partner **Field Dynamics,**[23] collaborator **Cenex,**[24] and data provider **Zapmap,**[25] the team has also developed **ChargePoint Navigator,**[26] a free, purpose-built tool designed to help local councils accelerate EV chargepoint rollout with confidence.

By combining key datasets – including on-street households, pavement widths, localised EV demand, and UK Power Networks cabling information – the tool provides a hyper-local, data-driven view of the charging landscape. Enabling councils to make faster, more informed site selections and reduce planning and installation costs.

ChargePoint Navigator directly supported successful LEVI funding applications, helping local authorities achieve a 100% first-time success rate, compared to the previous average of 37%. ChargePoint Navigator can support you at all stages throughout your EV installation journey, as shown below:

1. Pre-Procurement

Identification and prioritisation of sites/zones to reduce overall time spent and maximise demand met.

2. Procurement

Compare and simulate scenarios based on Charge Point Operator (CPO) bids and reduce time lost and installation costs due to inefficient planning.

3. Connections

Access to data on street level connectable cables availability.

Ability to export scenarios and share with UK Power Networks DNO Connection Team.

4. Operations

Visibility at individual site level.

Validate underused & overused areas in CPO's plan before and during deployment.

Monitor CPO progress, map and record accordingly.

Case Study: Kent County Council – Strategic integration across districts

Kent County Council unifies district planning with ChargePoint Navigator, using FleetMap and Demand Zone to address both residential and commercial charging needs.

Districts share site data in workspaces, enabling county-wide oversight and alignment. This collaboration approach has eliminated list inconsistencies, reduced duplication, and accelerated the creation of procurement pipeline creation. Kent's team can now compare scenarios, assesses energy demand, and ensures rural inclusion. Overall, the tool has improved transparency and cross-tier collaboration, transforming a previously fragmented process into a cohesive, evidence-based LEVI delivery model that supports both procurement and long-term planning.

Case Study: Brighton & Hove City Council – Informed and data-driven rollout

Brighton & Hove City Council has embedded ChargePoint Navigator into its planning workflow for LEVI-funded delivery. Using Demand Zone and Pavement Width datasets, the council validated on-street feasibility and projected utilisation. Scenario testing refined deployment options and priorities before procurement. The tool's evidence base strengthened decision-making

and ensured site selection met operational and community needs. Integrated into review processes, the tool helps evaluate charging gaps and track strategic progress, and support efficient rollout while providing a strong, data-backed investment case. Brighton and Hove have also added their Charge Point Operators into the tool, enabling shared visibility of installations and fostering collaborative planning.

UK Power Networks DNO and chargepoint installations

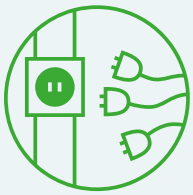
If you are in London, South East or East of England, UK Power Networks' DNO Connections Team can support you with connecting or altering your EV chargepoints. You can access practical guidance and explore different connection options through their **website,**[27] the **Electric Vehicle Scenario Guide,**[28] the **Frequently Asked Questions**[29] page, or by contacting AskTheExpert@ukpowernetworks.co.uk for expert advice.

EV chargepoint installations often require street activities and it is important to reduce emissions and minimise the overall impact on residents.

Early engagement and collaboration with UK Power Networks DNO, can help support this through benefits such as a dig-once approach, shared road space, use of recycled materials, minimised vehicle journeys, and more efficient traffic management.

How much will it cost to connect your EVs through UK Power Networks DNO Connection team?

This depends on...



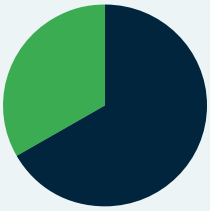
How many chargepoints are needed

How many vehicles need to be charged simultaneously

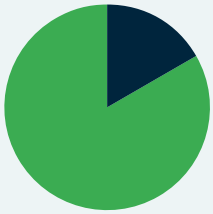
How quickly they need to be charged

What are the different types of chargepoints?

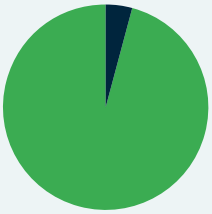
8hrs
Slow
(up to 3kW) which can charge most EVs today in 8–10 hours



2hrs
Fast
(7–22kW) which provide a full charge to most EVs in 2–5 hours



0.5hr
Rapid
(>43kW) which are able to provide an 80% charge in around 30 minutes



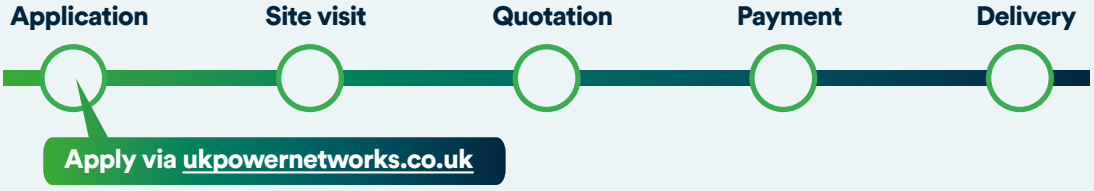
Connection time and approximate costs

- **1–3 fast or 1 rapid chargepoints**
- **8–12 weeks**
- **£5,000–£15,000**

- **>3 fast/>1 rapid chargepoints**
- **8–12 weeks**
- **£10,000–£200,000**

- **Multiple fast/rapid chargepoints**
- **6 months +**
- **£100,000–£3 million**

Connection process



3.2 Other stakeholders that can support you

This section outlines all the other key stakeholders and programmes that can support you on your EV infrastructure planning and deployment, along with your DNO/DSO.

Department for Transport (DfT): Sets national policy direction for EV infrastructure and administers key funding programmes.[30]

Office for Zero Emission Vehicles (OZEV): The central government team funded by the Department for Transport and the Department for Energy Security and Net Zero that delivers the shift to zero emission transport through policy, strategy, grants and industry coordination.[31]

Cenex: Not-for-profit research and consultancy organisation specialising in zero emission vehicles and energy infrastructure[32] that offers **NEVIS (National EV Infrastructure and Support)**[33] for reliable, up-to-date, independent information on EVs and EVI, as well as training specifically for local authorities.

Net Zero Hubs: The five regional Net Zero Hubs across England (**North East and Yorkshire,**[34] **North West,**[35] **Midlands,**[36] **South West**[37] and **Greater South East**[38]) support local authorities with regional coordination, partnerships between neighbouring authorities, and technical advice.

Residents and Community Groups: Residents and community organisations can provide detailed knowledge of local parking patterns and potential installation sites. Find out more from **Community Energy England.**[39]

Chargepoint Operators (CPOs): CPOs design, install, operate, and maintain charging infrastructure. These commercial partners are essential for most delivery models, bringing technical expertise, customer management systems, and ongoing operational support.

Local Businesses, Employers and Large Landowners: Local businesses and major employers can be key partners in expanding charging provision. Supermarkets, retail parks, leisure centres, and business parks often have car parks with high dwell times ideal for destination charging, while workplace charging helps employees without home charging access.

Local Government Support Programme (LGSP):[40] EST, PA Consulting, and Cenex provide guidance, **resources,**[41] and webinars to support local authorities applying for LEVI funding. Contact LEVI@est.org.uk to find out more.

EV Infrastructure Training Course:[42] Cenex delivers a 15-week, CPD-accredited EV infrastructure training for local authority officers, available to all councils, with fees eligible under the LEVI Capability Fund.

Conclusion

It is vital to recognise the pivotal leadership role councils play in accelerating the transition to EV infrastructure and driving climate action.

The first step is to engage early and proactively with your local DNO/DSO. Their expertise, data and planning tools are essential for optimising site selection, streamlining grid connections and ensuring your EV projects are aligned with long-term energy strategies.

Development of a holistic and actionable EV strategy is equally important. Local councils should map community needs, audit available sites and build robust business cases that balance utilisation, equity and long-term sustainability. These plans must be closely aligned with local transport and net zero objectives, and contracts should be structured to allow for future scalability and adaptation as demand evolves.

Finally, councils should look to maximise funding and partnership opportunities, by leveraging both public and private investment, and collaborate with government agencies, technical experts and community groups. By doing this, local councils can deliver effective, inclusive and future-proof EV infrastructure. Focusing on these actions will empower councils to make a critical and positive impact on climate change, creating cleaner communities for all.

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Abbreviations

BEV – Battery Electric Vehicle
CCS – Crown Commercial Service
CMI – Community Municipal Investments
CPOs – Chargepoint Operators
DfT – Department for Transport
DNO – Distribution Network Operator
DSO – Distribution System Operator
ENA – Energy Networks Association
ESG – Environmental, Social and Governance
EV – Electric Vehicles
EVI – Electric Vehicle Infrastructure
HEV – Hybrid Electric Vehicle
ICE – Internal Combustion Engine
JV – Joint Venture
LCB – Local Climate Bonds
LEVI – Local EV Infrastructure
OEVIS – Oxfordshire Electric Vehicle Infrastructure Strategy
OZEV – Office for Zero Emission Vehicles
PPCP – Public-Private Commercial Partnership
PWLB – Public Works Loan Board
UKPN – UK Power Networks
V2G – Vehicle-to-grid

Notes

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