

Report to:	Cabinet	Date: 09 September 2026
Subject:	Award of EVCI GM Contract to install EV chargepoints throughout Bury	
Report of	Cabinet Member for Environment, Climate Change and Operations	

CONFIDENTIALITY

1. The accompanying Part B report is confidential and must not be shared beyond key Local Authority personnel, in accordance with the Procurement Act 2023 requirements to protect bidder confidentiality and maintain the integrity of the procurement process.

Summary

2. This report provides an update following the detailed paper presented to Cabinet in February 2025, which set out the background to the Local Electric Vehicle Infrastructure ("LEVI") programme and the proposed procurement approach. The procurement process has now been completed in full compliance with legislative requirements.
3. The purpose of this report is to update Cabinet on the outcome of this Local Electric Vehicle Infrastructure (LEVI) procurement process and to seek approval for Bury Metropolitan Borough Council ("the Council") to allow Transport for Greater Manchester ("TfGM") to proceed to contract award with the preferred supplier on behalf of itself (along with the other Greater Manchester local authorities).

Recommendation(s)

4. Cabinet is recommended to agree TfGM on behalf of Bury Metropolitan Borough Council can proceed to award the contract to the Preferred Supplier **identified within Part B of this report.**

Reasons for recommendation(s)

5. A competitive and transparent procurement process was undertaken in line with all legislative requirements governing local authority procurement. Following evaluation of all submissions against the agreed criteria, the Preferred Supplier identified within Part B of this report emerged as the highest-scoring bidder and

offered the best overall value to the Council. Their appointment is therefore proposed.

Alternative options considered and rejected

6. No alternative procurement routes were considered appropriate due to the contract value and scope. A competitive tendering process was required to meet internal contract procedures and all relevant procurement legislation.

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Background

7. The LEVI Project was launched by the Office for Zero Emission Vehicles (OZEV) to deliver a step change in the deployment of local electric vehicle charging infrastructure (EVCI) across England.
8. The LEVI programme objective is to encourage Chargepoint Operators (CPOs) to supply, install, and operate electric vehicle charging infrastructure (EVCI) in areas that are presently not commercially attractive, through the provision of subsidies. OZEV has recommended achieving this by utilising a concession contract. TfGM and all 10 GM Local Authorities are collaborating on this project, to maximise Charge Point Operators investment and reducing the number of tenders these operators would otherwise need to respond to. Electric Vehicle Charging Infrastructure is to be focused on areas lacking off-street parking or public chargepoints within a five-minute walk.
9. GM was awarded £16.158m from the government's LEVI Fund, and Bury, Oldham and Rochdale have decided to include their City Region Sustainable Transport Settlement (CRSTS) allocation within the LEVI programme, which totals £1.751m (combined) towards the capital fund.
10. TfGM has been developing the contract strategy and tender pack collectively with all ten GM Local Authorities, in line with OZEV's direction and guidance. Officers from Bury, Manchester, Stockport, and Trafford, represented the GM Authorities on the Tender Evaluation Panel.
11. Following the May 2026 local elections, potential conflicts of interest relating to the preferred supplier and nominated decision makers, together with the proposed governance route, have been checked with GM Chief Legal Officers. No conflicts of interest have been declared.

Local Authority	Preferred Supplier Governance
Bolton	To be taken to cabinet in September 2026.
Bury	To be taken to cabinet in September 2026.
Manchester	Delegated to Treasurer.
Oldham	Delegated to Chief Executive, date yet to be confirmed.
Rochdale	Delegated to Portfolio holder.
Salford	To be taken to Procurement Board by City Mayor in September 2026.
Stockport	To be taken to cabinet in September 2026.
Tameside	To be taken to cabinet in September 2026.
Trafford	To be taken to Executives in September 2026.
Wigan	To be taken to cabinet in September 2026.

Introduction

12. The route to market was a Competitive Flexible procedure under the new Procurement Act 2023, which included a two-stage process for a 20-year bespoke concession contract covering design, construction, operation, and maintenance. It is supported by an Authority Agreement, which establishes the formal relationship between the GM Authorities to be implemented upon contract award.
13. The top five shortlisted suppliers who scored the highest at the PSQ stage were taken forward to the main tender stage and their responses were received by the deadline of 16 December 2025. One shortlisted supplier decided not to proceed to main tender stage due to lack of resource.
14. After receiving the Main Tender responses and internal review of the LEVI procurement, TfGM identified that some aspects of the tender documentation and process required clarification and improvement to ensure that all shortlisted bidders were assessed on a clear and consistent basis, that solutions more closely matched TfGM's strategic aims and that bids were deliverable. These aspects related particularly to the installation period, the period of grant funding and the feasibility of implementation programmes having regard to TfGM and GM Local Authorities constraints.
15. Therefore, TfGM decided to rewind the procurement to the stage immediately following our Project Specific Questionnaire (PSQ) shortlisting and issued a clarified and amended Invitation to Tender to the existing shortlisted bidders in May 2026.
16. Following the decision to rerun the main tender, the top five shortlisted suppliers who scored the highest at the PSQ stage were taken forward to the main tender stage and their responses were received by the deadline of 29 June 2026. Two shortlisted suppliers decided not to proceed to main tender stage due to lack of resource or wider market challenges.

17. The key objective of the tender evaluation exercise was to recommend a preferred supplier who has the capability, capacity, economic and financial standing to deliver the LEVI programme of works in accordance with Bury's specification and timescales.
- 1.1 All evaluators (representatives from TfGM, Bury, Manchester, Stockport and Trafford) were briefed and completed an independent assessment of each tender response that was received against a pre-defined evaluation criteria that was published in the evaluation matrix. The scores were compiled and moderated with the results recommending that the Preferred Supplier identified within Part B of this report.
18. Once approved through GM Governance, TfGM will notify both successful and unsuccessful suppliers and publish the market notice, starting the eight-day standstill period. If there are no challenges, TfGM will finalise the contract with the Service Provider and GM Authorities.

Next Steps

19. The activity timeline below is indicative and dependant on the GM Authorities securing approval for the preferred supplier and impact of Mayoral Elections, which is set out in the table below.

Activity	Deadline
Shortlisted Suppliers provide Main Tender Response	End Jun 2026
Assess Main Tender to identify Preferred Supplier	End Jul 2026
GM Briefing Note – Preferred Supplier	End Jul 2026
GM Governance Approvals for Contract Award	Mid Oct 2026
Notify Successful and Unsuccessful Suppliers	Mid Oct 2026
Finalise Contract with Supplier and GM	End Oct 2026
GM Authorities to sign Contract	End Oct 2026
Service Provider Appointment	End Oct 2026

20. Successful delivery of the LEVI programme will require sustained support from all participating authorities throughout the implementation period. Authorities should ensure that appropriate governance, resourcing and processes are in place to support site approvals, permits, legal agreements and other activities necessary for deployment.
21. Concession Contract includes provisions relating to Compensation Events and Relief Events where circumstances beyond the Service Provider's control affect delivery. Delays in authority-led activities may require changes to deployment plans, extend delivery timescales and potentially affect the overall volume of infrastructure delivered within the programme period.

22. Such delays may also have contractual, financial and reputational implications for both individual local authorities and the wider Greater Manchester programme.
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Links with the Corporate Priorities:

23. Supporting the borough's climate and carbon-reduction commitments

Expanding electric vehicle charging infrastructure encourages the shift to cleaner lower carbon transport, helping to meet Bury's carbon neutral target improve air quality in line with Bury's environmental priorities.

24. Improving neighbourhoods and tackling inequalities

The focus on providing on street and near home chargepoints for residents without driveways improves access to EV charging for our residents who do not have access to off street parking. This helps to remove the inequalities in access to low carbon and cleaner personal transport. It is recognised that air quality is poorer in areas of higher deprivation, therefore reducing the impact of transport emissions as a result of a borough-wide modal shift towards electric vehicle usage will reduce emissions over time and ensure more equality across the borough.

25. Strengthening local infrastructure and future-proofing communities

Delivering reliable, modern charging infrastructure supports long-term economic and environmental resilience, aligning with the strategy's aim to build sustainable, well-connected places. Having a more accessible charging network will reduce demand on the limited public network currently seen in Bury, and will promote the borough to those who wish to stay, or move to the area therefore supporting the overall economy.

26. Working collaboratively across Greater Manchester

The joint procurement approach reflects the strategy's emphasis on partnership working, efficiency, and maximising value for residents.

Equality Impact and Considerations:

The LEVI programme is expected to have a positive impact on equality by improving access to electric vehicle charging for residents without off-street parking, including those living in more densely populated or lower-income areas. The provision of on-street and near-home chargepoints helps reduce barriers to EV adoption and supports fairer access to low-emission transport options. No negative impacts on protected groups have been identified at this stage, and the project will always include accessibility, location suitability, and inclusive design as delivery progresses. As part of the procurement an Equalities Impact Assessment (EqIA) was developed by TfGM on behalf of all GM Authorities. This was reviewed by each LA as part of the contract reviews prior to issue of the

tender documentation to the Suppliers. It will be the responsibility of the Supplier to update and maintain this throughout the lifetime of the contract.

Environmental Impact and Considerations:

The project will deliver significant carbon and environmental benefits by supporting the transition to cleaner, low-emission transport. Increasing the availability of local on-street chargepoints will make electric vehicle use more practical for residents without driveways, helping to reduce reliance on petrol and diesel vehicles. Over time, this shift will contribute to lower carbon emissions, improved local air quality, and reduced noise pollution across neighbourhoods. The programme also supports wider Greater Manchester and national climate commitments by enabling more residents to adopt zero-emission vehicles, particularly in areas where charging access is currently limited. As part of the procurement the Suppliers were provided with TfGM's Policy on Environmental and Sustainability criteria for Strategic Design, Development and Delivery and the associated tracker. This was agreed by each LA as part of the contract reviews prior to issue of the tender documentation. It will be the responsibility of the Supplier to complete the tracker and maintain this throughout the lifetime of the contract.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Accessibility concerns at specific chargepoint locations	Apply accessibility standards (e.g., PAS 1899 principles), highways review of each site, community engagement, ability to relocate or redesign sites before installation.
Supplier performance risk	Robust contract management, KPIs, performance monitoring, escalation routes, and clear contractual remedies.
Local community objections	Early engagement, clear communication, efficient reporting mechanisms, careful site selection, ability to adjust locations where appropriate.
Financial risk	Project is fully funded by grant funding and supplier own investment and because it is a concession should bring a revenue income

Procurement challenge risk	Fully compliant competitive tendering process, legal oversight, standstill period, clear audit trail.
Equality impact risk	EQIA completed, inclusive design, consultation, and site-specific mitigations.
Delivery delays due to external factors	Early coordination with utilities, phased delivery plan, contingency allowances.
Delivery delays arising from authority-led approvals, permits or legal agreements	Early confirmation of local governance, resourcing and approval processes; close coordination between TfGM, local authorities and the Service Provider; active monitoring of authority-led dependencies; and escalation where delays may trigger Compensation Event or Relief Event considerations, affect deployment volumes or create financial, contractual or reputational implications.

Procurement Implications:

Procurement compliant with the Procurement Act 2023

27.

Legal Implications:

28. The procurement has been undertaken by Transport for Greater Manchester (TfGM) on behalf of the Greater Manchester authorities using the Competitive Flexible Procedure under the Procurement Act 2023. The report confirms that the procurement process has been conducted in accordance with the applicable legislative requirements and the Council's internal governance arrangements. Subject to Cabinet approval, TfGM will proceed to award the concession contract to the preferred bidder (identified within Part B of this report) following completion of the statutory standstill period and resolution of any procurement challenges that may arise.
29. TfGM and the participating Greater Manchester authorities will enter into the Authority Agreement and associated contractual documentation governing the delivery of the LEVI programme, The Council must be satisfied that the arrangements appropriately protect its interests, including provisions relating to governance, funding, liabilities, performance management and the operation of the concession over its term. The report also confirms that appropriate conflict of interest checks have been undertaken and no conflicts have been identified in relation to the procurement or decision-making process.

Financial Implications:

To be completed by the Council's Section 151 Officer.

30.

Appendices:

Please list any appended documents.

Background papers:

Report to Cabinet - 12 February 2025 - Electric Vehicle Charging Infrastructure - Supplier for LEVI and CRSTS Funding

[Electric Vehicle Infrastructure Supplier for LEVI and CRSTS](#)

Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning
CPO	Charge point operator
CRSTS	City Region Sustainable Transport Settlement.
EVCI	Electric Vehicle Charging Infrastructure
EVI	Electric Vehicle Infrastructure
LEVI	Local Electric Vehicle Infrastructure
OZEV	Office for Zero Emission Vehicles
Project Specific Questionnaire (PSQ) shortlisting	Selecting only those suppliers who pass the initial eligibility checks to move forward in the procurement.
PSQ	Procurement Specific Questionnaire