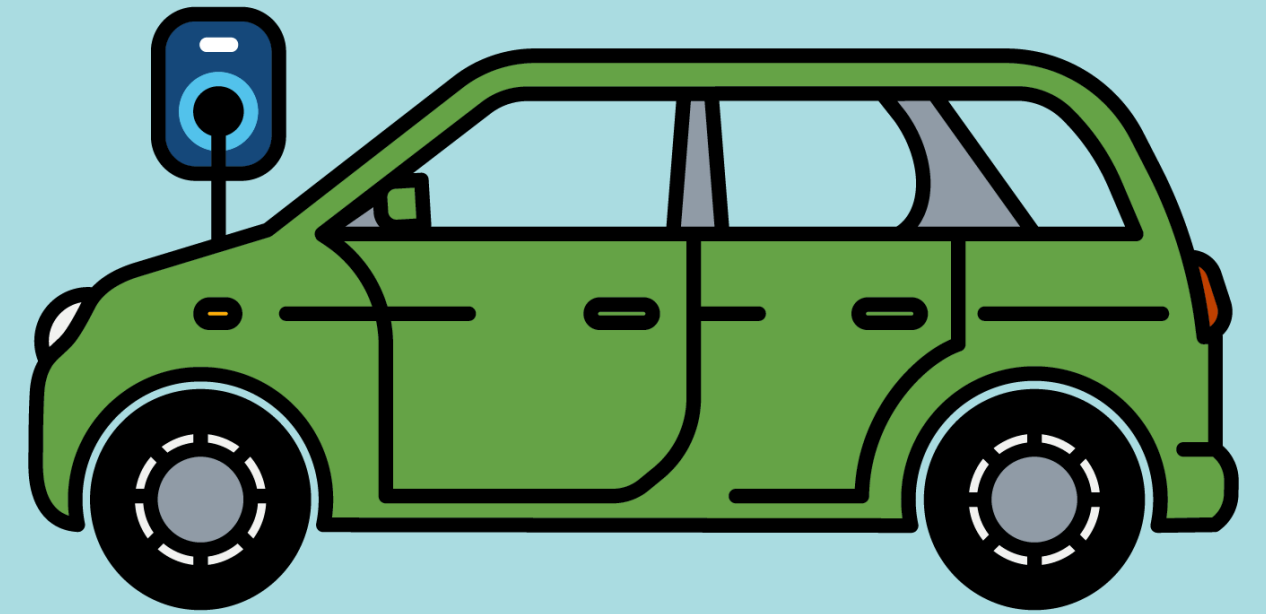




# Local Electric Vehicle Infrastructure (LEVI) Capital Fund

Information Pack  
2023-2025

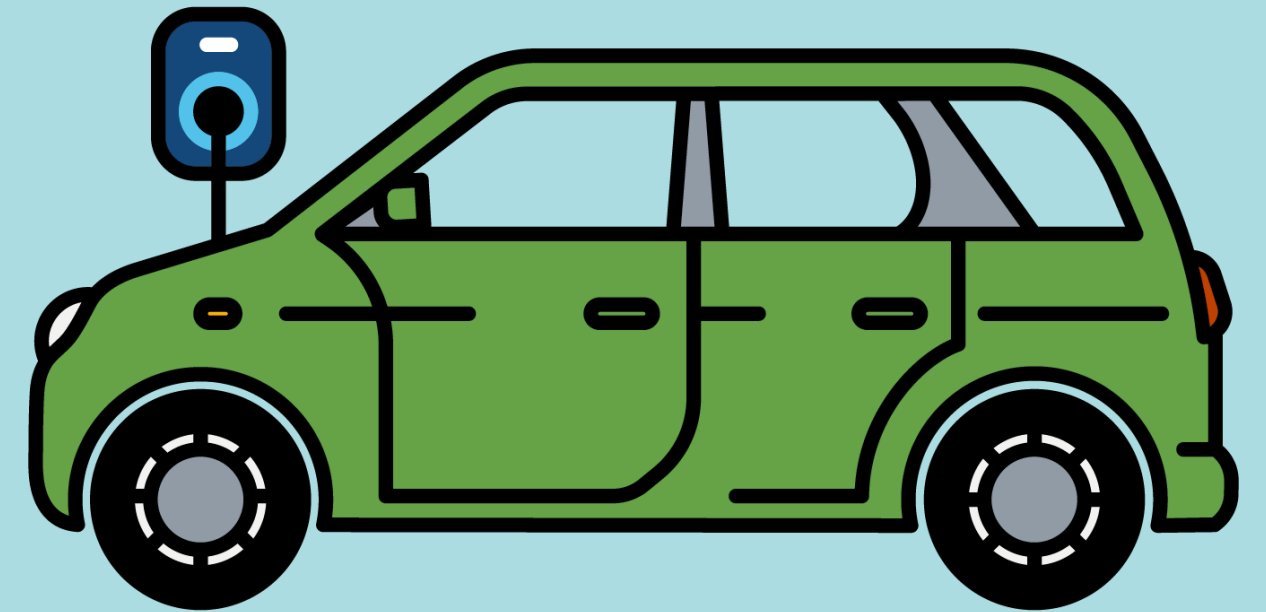


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# About the Local Electric Vehicle Infrastructure (LEVI) Fund



# LEVI Fund overview

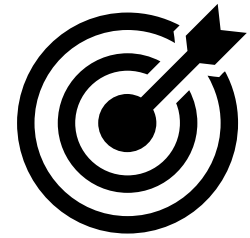
The Local Electric Vehicle Infrastructure (LEVI) Fund supports local authorities in England to work with the chargepoint industry to improve the roll out and commercialisation of local charging.

These public chargepoints will help residents who don't have off-street parking and need to charge their electric vehicles (EVs).

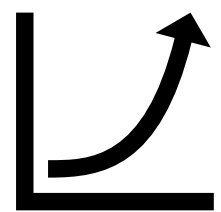
Funding is available to Tier 1 local authorities in England across financial years 2023/2024 and 2024/2025.

# LEVI objectives

The LEVI fund aims to:



Deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure across England.



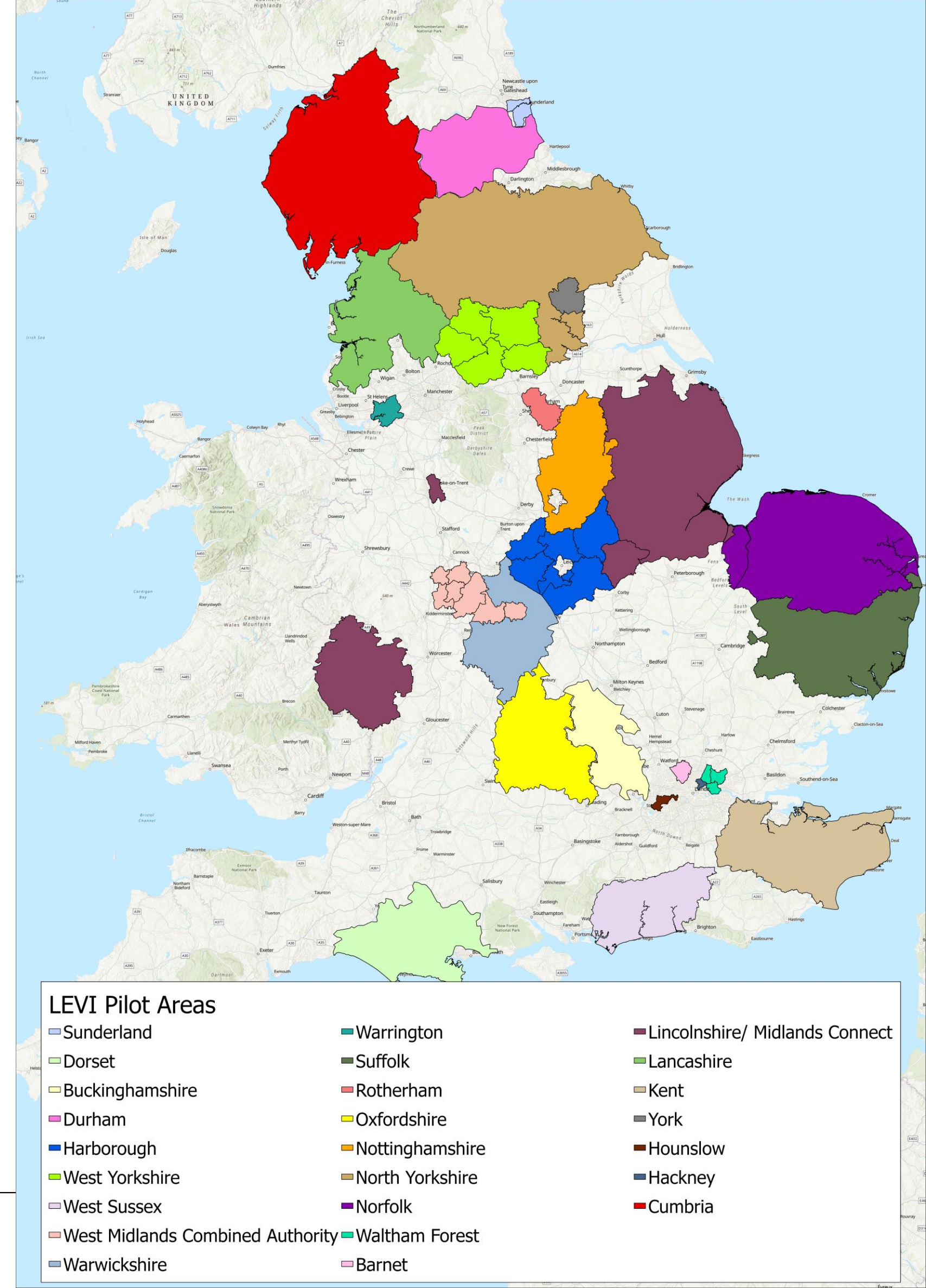
Accelerate the commercialisation of, and investment in, the local charging infrastructure sector.

# LEVI Pilot

In August 2022, £10m was awarded to nine local authorities who applied to the LEVI Pilot Fund, funding over 1,000 chargepoints and gullies.

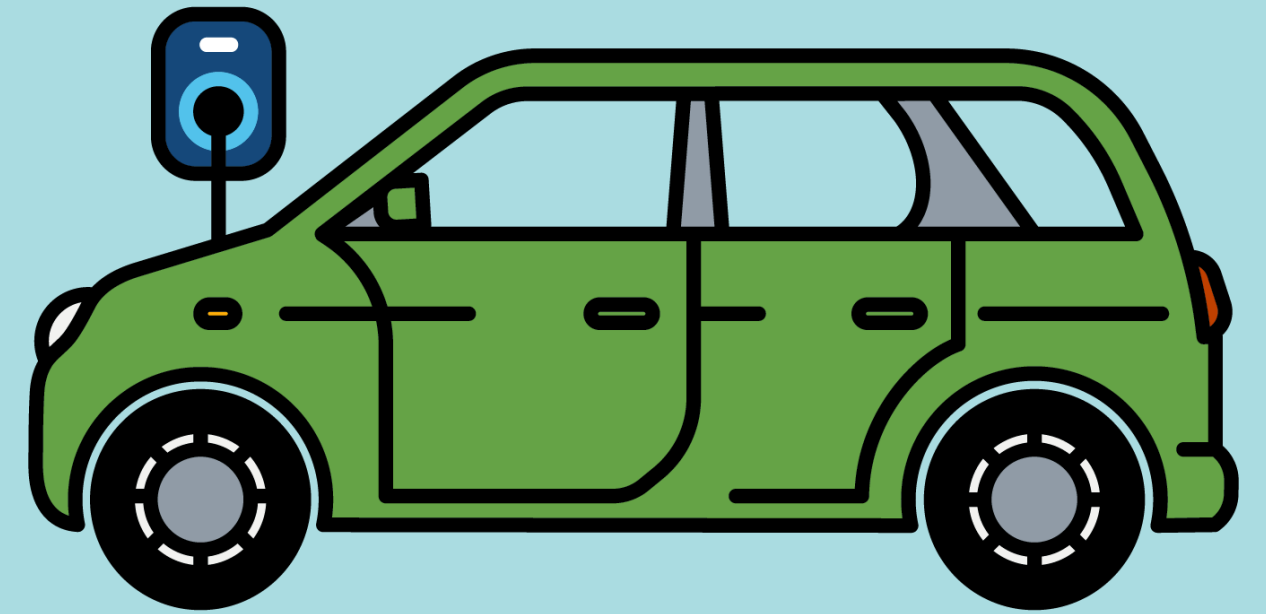
In February 2023, the LEVI Pilot Fund was expanded by an additional £22m government funding and £17m private investment.

This enabled three of the original LEVI pilot schemes to expand and funded 16 new pilot scheme areas, delivering 3,000 chargepoints and gullies.





# About the LEVI Capital Fund



# LEVI capital fund

## **Eligibility and allocation**

Capital funding is available to Tier 1 local authorities (unitary, county council or combined authorities) in England. Combined authorities will be allocated and issued funding on behalf of authorities in their region, to encourage collaboration. In London, capital funding is being delivered through borough partnerships.

Eligible local authorities were informed of their LEVI capital funding allocation in April 2023. Funding has been determined for each local authority using a data-led approach.

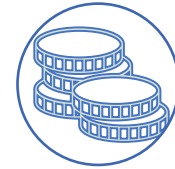
Alongside LEVI funding, local authorities will need to secure further investment to support the development of a more self-sufficient local chargepoint market ahead of the 2035 phase out date.

## **Project delivery**

There is no hard deadline for local authorities to spend funds. However, project delivery plans will be assessed through the application process, and we expect to see detailed, realistic timelines. The LEVI Support Body (see slide 10) will monitor adherence to these timelines over the project's lifetime.



# Summary of funding available



**£343 million capital funding** is available over financial years 23/24 and 24/25



Local authorities can be funded in **Tranche 1 (FY 23/24) or Tranche 2 (FY 24/25)**



Showing **value for money & additionality, strategic fit** and suitable **commercial arrangements** is key for securing funding



New chargepoints should primarily benefit **residents without off-street parking**



DfT will pay **90% of funding** after approving the application



DfT will pay the **remaining 10%** after agreeing the local authority's contract post-procurement



Project completion is flexible, however **evidencing progress against delivery plan** is essential



**Low power (<22kW), chargepoints suitable for public charging** are the focus and must form the majority of funding, but higher powered chargepoints will also be considered as part of a project



Local authorities should use the Fund to **leverage private finance**

# The LEVI support body

The LEVI Support Body will provide ongoing assistance. It includes:

**energy  
saving  
trust**

Energy Saving Trust provides **programme management support**



Cenex provides **technical EV infrastructure expertise**

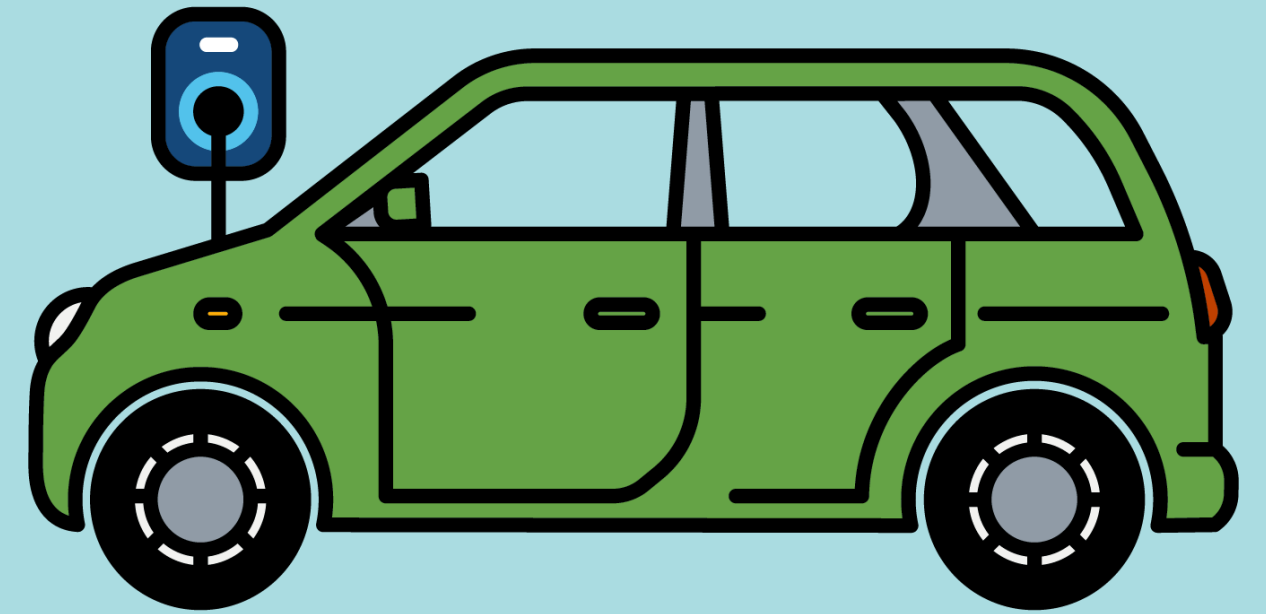


PA Consulting provides **commercial expertise**

Contact the LEVI support body by emailing [LEVI@est.org.uk](mailto:LEVI@est.org.uk)



# The LEVI Fund Remit



# The LEVI Fund remit

## **The LEVI fund aims to:**

- Deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure across England.
- Accelerate the commercialisation of, and investment in, the local charging infrastructure sector.

## **Projects should consider**

- scale
- competitive procurement
- strong levels of private sector investment
- cross-subsidisation
- collaboration across authority areas, including through joint procurement

## **Flexible approach**

LEVI funded projects must primarily benefit residents without off-street parking.

LEVI projects can also benefit other groups like tourists, customers, commuters, taxis, and commercial vehicles – if projects still primarily benefit residents, and if this increases the scale and commerciality of the project. See page 13 for more detail.

# Scope of LEVI capital fund

We will take a flexible approach to applications for the LEVI capital fund. Projects must demonstrate they primarily focus on low powered chargepoints to benefit residents without off-street parking, but other chargepoints and users will be considered.

<p>Applicants must show that the <u>majority</u> of chargepoints benefit these users:</p>	<p>These users can also benefit from LEVI projects where there is sound commercial reasoning, but a <u>minority</u> of chargepoints must solely benefit them:</p>	<p>Applicants <u>cannot</u> include chargepoints for these uses:</p>
<ul style="list-style-type: none"> <li>• <b>Residents without off-street parking</b> e.g. without a drive</li> </ul> <p>This could more specifically include:</p> <ul style="list-style-type: none"> <li>• Residents using local authority supported car clubs</li> <li>• Commuting residents where the majority do not have off-street parking e.g. car parks near those homes</li> </ul>	<ul style="list-style-type: none"> <li>• Tourists/customers/visitors/non-residential commuters e.g. car park and ride</li> <li>• Private Hire Vehicle (PHV)/ taxi drivers using ranks</li> <li>• Commercial vehicle drivers (including cars and vans), excluding at the businesses' address</li> </ul>	<ul style="list-style-type: none"> <li>• Off-street residential chargepoints e.g. on a person's drive</li> <li>• Workplace chargepoints</li> <li>• Rapid chargepoints along motorways and non-residential A-roads</li> <li>• Chargepoints for buses</li> <li>• Chargepoints for blue light services</li> <li>• Chargepoints for heavy goods vehicles</li> </ul>

# Collaboration in LEVI

Collaboration between local authorities is required in the LEVI Fund. It drives scale and can increase the amount of private investment which can be leveraged into chargepoint deployment projects. This was exemplified in several LEVI Pilot projects.

It also enhances the opportunity for cross-subsidisation between commercially viable chargepoint locations and less commercial areas with social importance.

Opportunities for collaboration might include:

- Existing cross-authority partnerships, for example in Combined Authority areas
- Similar charging infrastructure strategies, for example focussing on the same types of chargepoint solution (lamp column, bollard, etc.), or operating model (concession contracts, own and operate, etc.)
- Similar level of preparedness to go to market for a supplier(s)
- Existing resource-sharing agreements or identification of opportunities to share resources

Collaboration should result in joint procurement exercises, creating fewer, larger projects which should drive scale and value most effectively.

The Support Body's concession Heads of Terms guidance supports procurement development.

# LEVI Capital Fund conditions

We have developed a series of conditions that will be used to assess LEVI project proposals, to ensure they align with the LEVI Fund objectives. **You should make sure you design your proposal with these conditions in mind.**

A number of the LEVI Fund conditions are flexible. This is to allow local authorities to determine the best approach to charging infrastructure for their region.

Support and information on best practice is available to local authorities through the Support Body. Contact us by emailing [LEVI@est.org.uk](mailto:LEVI@est.org.uk)

# LEVI Capital Fund conditions

Condition	Detail
<b>Strategic Planning</b>	
EV Strategic Planning	<ul style="list-style-type: none"> <li>• The lead local authority must show evidence of strategic planning across the relevant parts of an authority.</li> <li>• The lead local authority must demonstrate a commitment to work between local authority tiers. This may include joint procurements.</li> </ul>
Control over chargepoint locations	<ul style="list-style-type: none"> <li>• Local authorities must either retain responsibility for deciding chargepoint locations, to ensure they serve LEVI's target users, or choose to share this responsibility with the CPO.</li> </ul>
DNO engagement	<ul style="list-style-type: none"> <li>• The lead local authority must provide evidence of DNO engagement. Evidence of engagement should include:               <ul style="list-style-type: none"> <li>• Email correspondence or a letter of support from the DNO relating to the chargepoint strategy and project planning.</li> <li>• Connection cost estimations e.g. through an estimation tool. Full quotes are not required at this stage</li> </ul> </li> </ul>



# LEVI Capital Fund conditions

Condition	Detail
<b>Chargepoint Technologies</b>	
Chargepoint power	<ul style="list-style-type: none"> <li>The majority of the costs of a project must be related to the installation of lower-powered infrastructure suitable for local charging (&lt;22 kW).</li> <li>Other chargepoint powers are acceptable in the minority.</li> </ul>
Chargepoint technologies	<ul style="list-style-type: none"> <li>The lead local authority must ensure the chargepoint technologies used are in line with the objectives of the LEVI Fund. We expect that the majority, if not all chargepoints, will be non-novel as this is likely to provide the greatest value for money.</li> <li>In addition, we will consider the following if clear justification is provided:               <ul style="list-style-type: none"> <li>Gullies/in-pavement channels, wireless charging pads, bi-directional chargers etc.</li> <li>Energy technologies such as renewable energy generation, battery storage or solar car ports.</li> </ul> </li> </ul> <p>Note: Chargepoint technologies must be of a suitable technology readiness level (TRL &gt;7). Product design and development will not be funded, and non-charging technologies must be justified on a value for money basis.</p> <p>Gullies/ in-pavement channels must be associated with a chargepoint within a justified timeframe.</p>
Carbon reduction	<ul style="list-style-type: none"> <li>In line with best practice, the lead local authority must request that suppliers evidence the consideration of carbon reduction within the installed chargepoint lifecycle. This should include, but not be limited to, chargepoint design, manufacture, transport, installation, operation and decommissioning.</li> </ul>

# LEVI Capital Fund conditions

Note: You may also refer to relevant commercial terms in the concession contract [Heads of Terms](#).

Condition	Detail
<b>Procurement approach and commercial arrangements</b>	
Competitive procurement	<ul style="list-style-type: none"> <li>The lead local authority must provide evidence of competitive procurement through the tendering process.</li> </ul>
Procurement process and contract oversight	<ul style="list-style-type: none"> <li>Local authorities are expected to go out to open competition with their allocated LEVI funding to determine the best offer from the open market for the funding available. The lead local authority must provide evidence of competitive procurement through the tendering process.</li> <li>The use of existing contracts for any part of an application will only be considered by exception, on a case by case basis. Any such contract will need to have been openly tendered, and be in line with LEVI scheme rules. The local authority must provide clear reasoning and evidence value for money and additionality.</li> </ul>
Commercial arrangements	<ul style="list-style-type: none"> <li>A range of commercial arrangements can be used, including but not limited to:               <ul style="list-style-type: none"> <li>Own &amp; Operate</li> <li>Public Private Commercial Partnership (external operator or concession)</li> <li>Joint Venture</li> <li>Land Lease</li> </ul> </li> </ul>
Public funding	<ul style="list-style-type: none"> <li>The lead local authority must show evidence of value for money for the public funding.</li> </ul>
Private funding	<ul style="list-style-type: none"> <li>A suitable level of finance or private sector funding must be generated for the project, in accordance with the local market conditions.</li> </ul>

# LEVI Capital Fund conditions

Note: You may also refer to relevant commercial terms in the concession contract [Heads of Terms](#).

Condition	Detail
<b>Contractual terms 1 of 2</b>	
Contract length	<ul style="list-style-type: none"><li>• The lead local authority must ensure that an appropriate contract length is agreed.</li></ul>
Revenue and profit share	<ul style="list-style-type: none"><li>• The lead local authority must justify the approach to revenue share or profit share to show evidence of good value for money.</li></ul>
Control over tariffs charged to consumers	<ul style="list-style-type: none"><li>• Local authorities must retain appropriate influence or control over tariffs throughout the duration of the contract to ensure consumer interests are protected.</li><li>• Tariff levels should be justified with reference to wholesale prices (taking fluctuations into account), with input from the local authority and the CPO dependent on the commercial model.</li><li>• How tariffs will be changed over time should be set out clearly in any contractual arrangements.</li></ul>
Time of use tariffs	<ul style="list-style-type: none"><li>• Consideration must be made for time of use tariffs and smart charging.</li></ul>
CPO exclusivity and competition	<ul style="list-style-type: none"><li>• If an exclusive contract is chosen, the lead local authority must justify this approach and ensure the short and long-term consequences have been considered.</li></ul>

# LEVI Capital Fund conditions

Note: You may also refer to relevant commercial terms in the concession contract [Heads of Terms](#).

Condition	Detail
<b>Contractual terms 2 of 2</b>	
Ownership of local connection assets	<ul style="list-style-type: none"><li>• All relevant local authorities must finish the contractual term with ownership of the Local Connection Assets, whether or not they have retained ownership throughout the contractual term.</li></ul>
Ownership of charging assets	<ul style="list-style-type: none"><li>• The option should be available for the local authority to take on ownership of the Charging Asset at the end of the term, should they wish to do so.</li></ul>
Operation and maintenance costs	<ul style="list-style-type: none"><li>• The lead local authority must ensure that the operational and maintenance costs sit with the most suitable party, according to the commercial arrangement.</li><li>• The division of responsibility, control and risk must be evidenced in the application.</li></ul>

# LEVI Capital Fund conditions

Condition	Detail
<b>Reporting</b>	
Reporting requirements	<ul style="list-style-type: none"><li>• The lead local authority must agree to report on the required data points</li><li>• Once chargepoints are installed the lead local authority must agree to provide usage data in the required format, for up to three years after project completion.</li></ul>
Project delivery tracking	<ul style="list-style-type: none"><li>• The lead local authority must agree to report on the required KPIs, including but not limited to:<ul style="list-style-type: none"><li>• Number of chargepoints installed</li><li>• Power of chargepoints installed</li><li>• Location of chargepoints</li><li>• Month/year of anticipated installation</li><li>• LEVI funding request</li><li>• Private investment</li></ul></li></ul>

# LEVI capital fund eligibility costs

Purchase of the chargepoint

Other hardware associated with the installation

The associated electrical connection components including distribution network operator (DNO) connection

Civil engineering works related to the installation

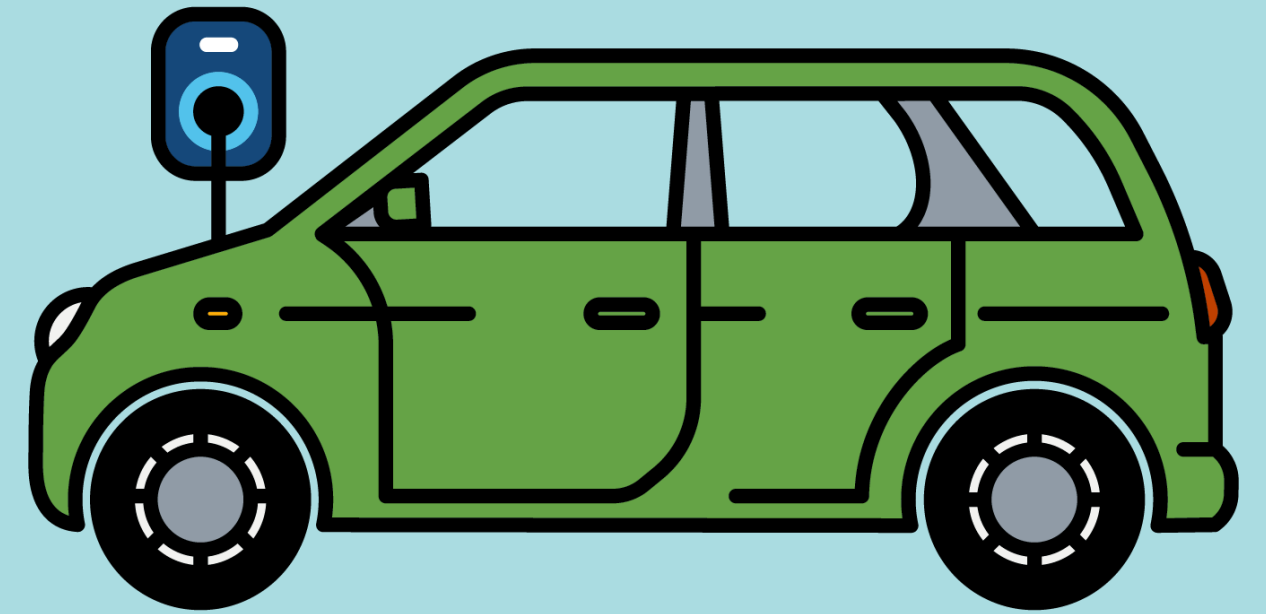
Labour of the installation

Where applicable, the capital costs of a parking bay and traffic regulation orders (TROs), for example paint and signage

Planning costs and Section 50 licences

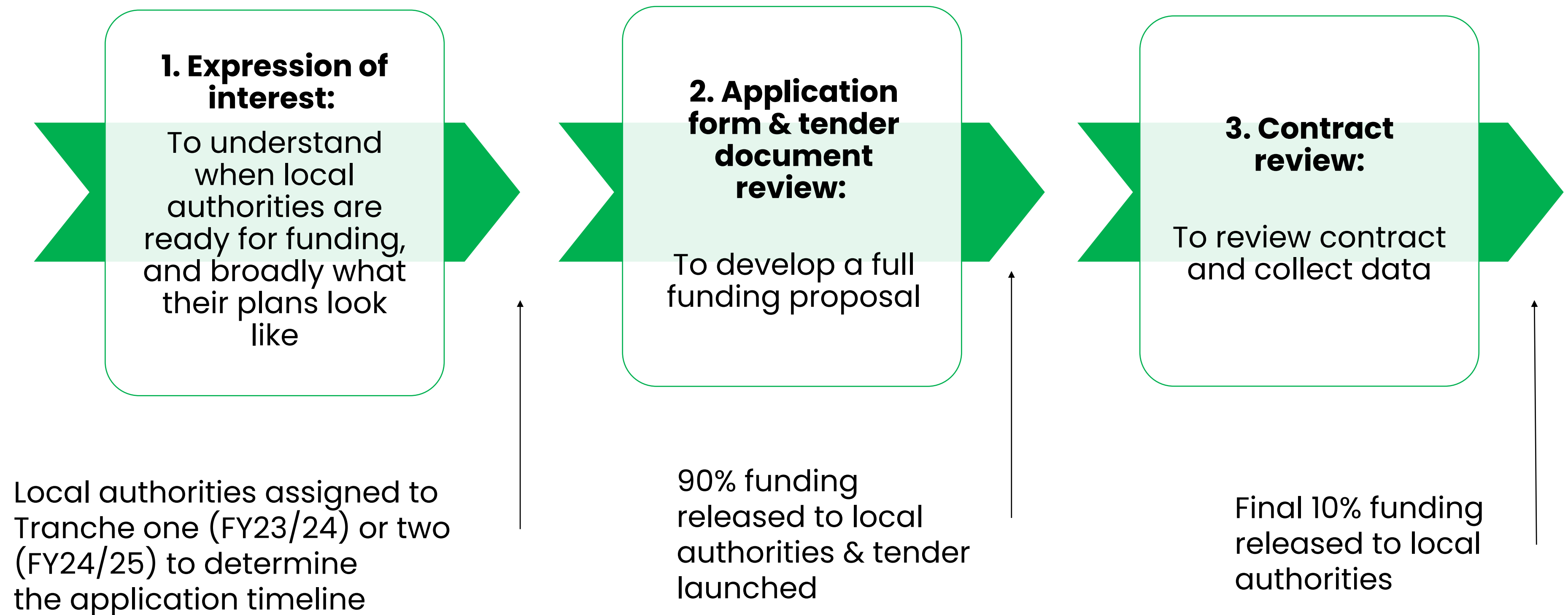


# Application Process and Assessment Criteria



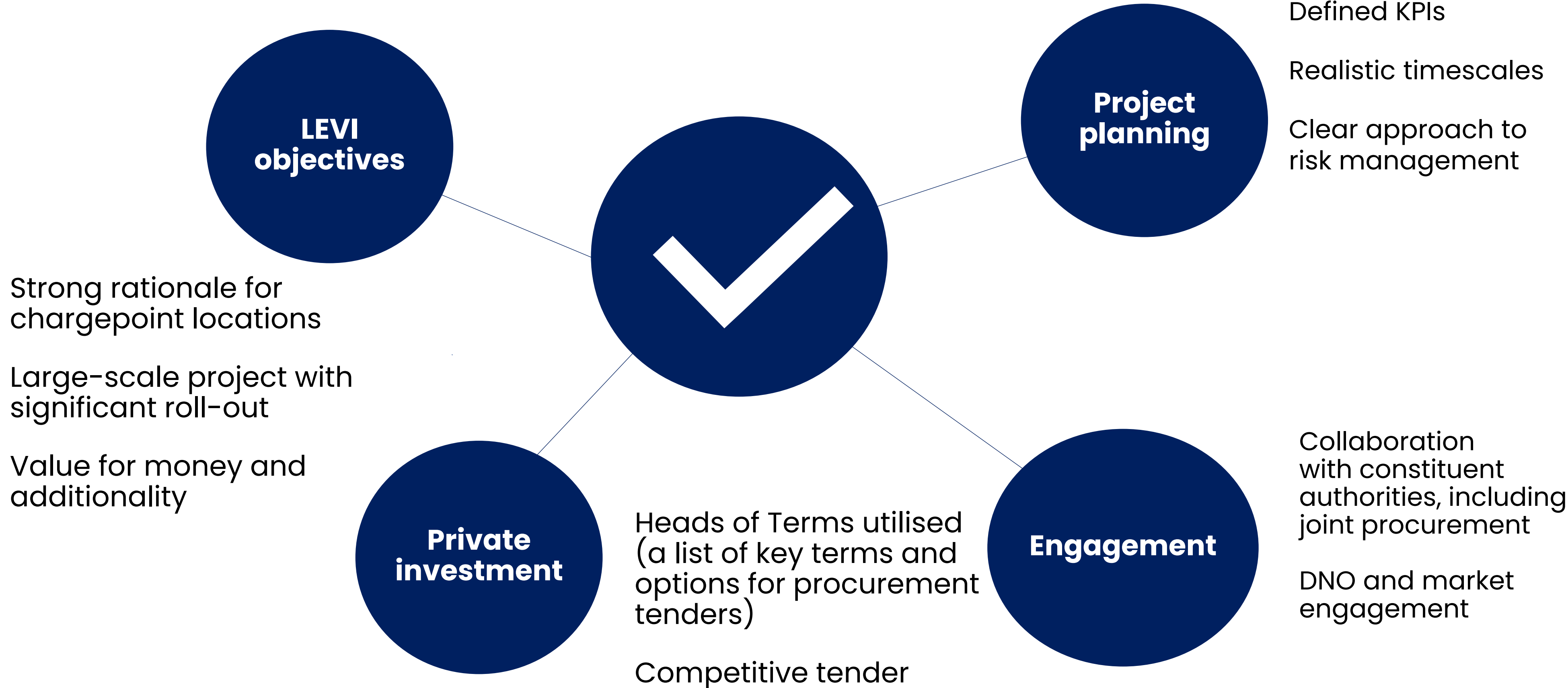
# Capital fund application process

Capital funding is accessed through three stages:





# What makes a good LEVI fund application?



# Stage 1 – Expression of Interest (EOI)

During the EOI stage, local authorities were asked if they'd like to receive their capital funding in either the 2023/2024 financial year (known as Tranche 1 during the application process) or the 2024/2025 financial year (known as Tranche 2 during the application process).

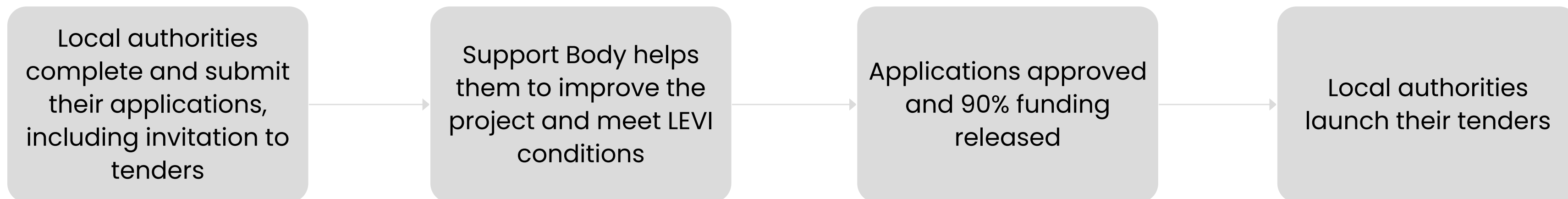
Local authorities indicated their preferred Tranche based on how prepared they were to submit a full LEVI Capital Fund application and receive funding.

The LEVI Support Body reviewed the EOIs and determined which Tranche the local authority will progress in according to their assessment of readiness to submit an application. The Support Body has notified local authorities of their Tranche, and will continue to support local authorities with the next stage of their application.

# Application Stage 2: Full LEVI Capital Fund application form and tender document review

The final deadline for stage two applications for 2023/2024 funding (Tranche 1) is **30 November 2023**. The application deadline for 2024/2025 funding (Tranche 2) will be announced nearer to the time. There may be slight changes made to the application form between Tranche 1 and Tranche 2. Tranche 2 applicants will receive ongoing help from the Support Body to develop EV strategies, plan procurement and prepare EV infrastructure resources etc before starting stage two.

Once the Stage 2 application form, including the invitation to tender documents, has been approved, 90% of funding will be released and the local authority can open procurement for a provider. The final 10% of funding will be delivered following stage three of the application process, which involves a review of the contract post-procurement.



# Assessing Stage 2 – full application form and tender document review

The following slides show the assessment criteria for Stage 2.

We will assess all 3 parts of the Stage 2 application process – the application form, tender documentation and compliance with ongoing commitments. In order to receive 90% of their LEVI funding and progress to procurement, applications must score the following in each part:

- **Step 1- Application Form:** Applications will be given a score of 1-4, with the view that local authorities achieve a score of 4 to pass.
- **Step 2- Criteria Compliance and Draft Tender Document Review:** Pass
- **Step 3- Compliance With Ongoing Commitments:** Pass

The Support Body will lead an ongoing dialogue with local authorities to ensure that these scores are achieved, and applications are as strong as possible.

Stage 2 applications must align with the LEVI Fund conditions as set out earlier in this document.

# Step 1: Application Form

To progress to Stage 3, local authorities must demonstrate clear alignment with the LEVI Capital Fund conditions, or demonstrate clear mitigations where this is not the case. Projects will be assessed to ensure:

<b>Strategic fit</b>	<ul style="list-style-type: none"><li>• A strong explanation of challenges with existing CP provision, future needs and how LEVI is being used to fill gaps in chargepoint provision is provided.</li><li>• The project is targeted at the right users and clearly benefits those without access to off-street parking.</li><li>• A thorough explanation of how the project fits with the local and/ or regional EV charging strategy and broader organisation objectives is provided.</li><li>• The majority of funding is allocated to low powered chargepoints, and a good number are proposed to scale up roll-out.</li></ul>
<b>Value for money and additionality</b>	<ul style="list-style-type: none"><li>• The local authority provides a rationale for the planned level of private investment.</li><li>• The total costs being paid for the chargepoints are in line with the cost expectations, with justification provided for larger cost.</li><li>• Any supporting technology is shown to either reduce upfront costs or reduced the costs to the consumer.</li></ul>

<b>Expected commercial arrangements</b>	<ul style="list-style-type: none"> <li>• Broad market engagement has been undertaken to test the commercial arrangements and the procurement approach to mitigate key risks.</li> <li>• Strong reasoning for the chosen commercial arrangement is provided.</li> <li>• Key terms within the commercial arrangement are known. There is strong alignment to the principles of the OZEV Heads of Terms on the specific points of revenue / profit share, control over tariffs, time of use tariffs/ smart charging, contract length, relief clause, ownership of infrastructure (above and below ground), operational and maintenance costs). Alternatively clear rationale and explanation is provided for any areas of deviation.</li> </ul>
<b>Meeting consumer needs</b>	<ul style="list-style-type: none"> <li>• Good evidence of local authority input in chargepoint location and the decision making process for sites.</li> <li>• Good evidence that sites selected are not just commercially viable/attractive locations.</li> <li>• Sites mostly benefit residents without off-street parking.</li> <li>• There is a rationale for why these chargepoints need government support.</li> <li>• Clear consideration to accessibility for charging infrastructure and built environments to the community where feasible.</li> </ul>
<b>Strength of the delivery plan</b>	<ul style="list-style-type: none"> <li>• The project team, project management arrangements (including operational responsibility) and governance arrangements indicate effective project delivery.</li> <li>• Stakeholder engagement is well outlined and thought through.</li> <li>• DNOs have been engaged appropriately in the project.</li> <li>• Project assurance arrangements indicate effective project delivery.</li> <li>• The risk register has been submitted, clearly highlighting the biggest risks and how these will be managed throughout the project.</li> <li>• Realistic project timelines have been provided.</li> </ul>

# Step 2: Criteria Compliance and Draft Tender Document Review

To progress to Stage 3, local authorities must demonstrate the following or show clear mitigations where this is not the case, in exceptional circumstances.

<b>Assessment of proposed contract</b>	<ul style="list-style-type: none"><li>The proposed contract aligns with the Heads of Terms or has acceptable deviations that are appropriately justified.</li></ul>
<b>Assessment of procurement and tender evaluation approaches.</b>	<ul style="list-style-type: none"><li>The procurement strategy and evaluation approach provides very high level of confidence in delivering high-quality, financially sustainable chargepoint provision which maximises the charging provision for the available subsidy.</li></ul>

# Step 3: Compliance with Ongoing Commitments

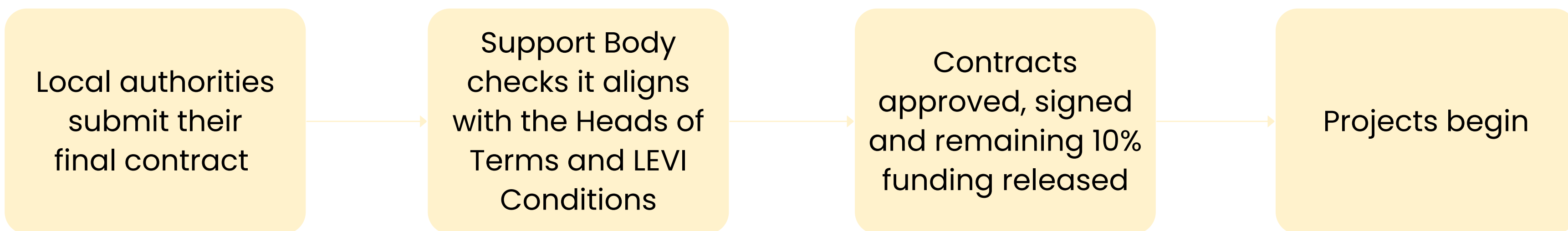
To pass this stage the applicant must confirm that the project will comply with all ongoing commitments, such as agreeing to keep the Support Body updated with any changes to the staff lead and contact details for the project.



# Application Stage 3: contract review

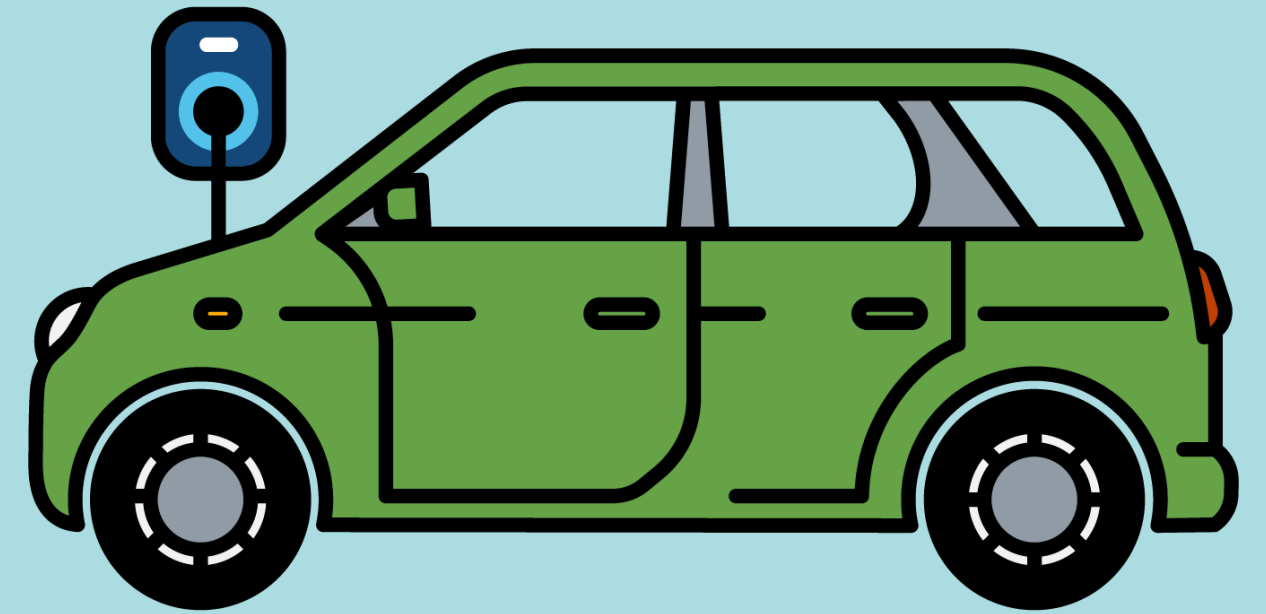
After carrying out a competitive procurement, local authorities will submit their final EV infrastructure contract to the Support Body for review and approval. This will be assessed to determine whether the commercial arrangement between local authorities and private sector partners meets the LEVI Capital Fund Criteria, and aligns with the commercial terms assessed and agreed at Stage 2.

Once we are content the criteria have been met, the Support Body will give local authorities approval to sign their contract. Following this stage, the final 10% of funding will be paid to the local authority. The stage three assessment criteria will be added to this pack in due course.





# Reporting requirements



# Reporting requirements

Local authority applicants will be required to provide data during their application, quarterly after receiving the grant funding and then at the end of the project.

The following slides will list all the data requirements.

# Project headlines (largely estimated until contractual agreement)

Data point	Frequency/point of collection
Number of overall sockets	At application stage 1, 2 and 3 Quarterly At completion
Number of chargepoints	At application stage 1, 2 and 3 Quarterly At completion
Location of chargepoints (or map)	At application stage 2 and 3 Quarterly At completion
Month/Year of anticipated installation	At application stage 2 Quarterly At completion
Project length	At application stage 2 Quarterly At completion
Project top 3 risks	At application stage 2 Quarterly

# Costs and funding (largely estimated until contractual agreement)

Data point	Frequency/point of collection
Total project costs	At application – anticipated costs at stage 2, final costs at stage 3 Quarterly At completion
LEVI Funding request	At application stage 2 and 3
Private investment	At application stage 2 and 3 Quarterly
Other public funding (please provide breakdown of any loans)	At application stage 2 and 3
Total public funding	At application stage 2 and 3
Cost per chargepoint: hardware, electrical connection, installation, civils, site surveys, signs and bay marking, other	At application Quarterly At completion
Subsidy per chargepoint – to be disaggregated by type/power	At application Quarterly At completion
Funding ratio (public:private)	At application Quarterly At completion
Average costs of electrical connection per project	At application Quarterly At completion
— kW per public £	At application

# Chargepoint information (largely estimated until contractual agreement)

Data point	Frequency/point of collection
Number of chargepoints funded through LEVI – to be disaggregated by type/power	At application stage 1, 2 and 3 At completion
Number of chargepoints installed through LEVI – to be disaggregated by type/power	Quarterly At completion
Number of funded and installed chargepoints that are PAS 1899/2022 compliant (Accessibility provision/Public Sector Equality Duty)	At application stage 2 Quarterly At completion
Other technologies & number of other technologies funded/installed (e.g. solar, battery, gullies etc.)	At application stage 1, 2 and 3 Quarterly At completion
Average time between funding and installation	Quarterly At completion
Total project chargepoint capacity (kW)	At application and completion
Utilisation per chargepoint	At completion (estimated) and quarterly after that (actual use)

# Commercial/contract arrangement

Data point	Frequency/point of collection
CPO partner	At application stage 3 (or stage 1 and 2 if contract already in place)
Contract model/commercial arrangement	At application stage 1, 2 and 3
Procurement route/platform	At application stage 1, 2 and 3
Contract length	At application stage 1, 2 and 3
Land arrangements	At application stage 1, 2 and 3
Asset ownership (above & below ground)	At application stage 1, 2 and 3
Profit/revenue description	At application stage 1, 2 and 3
Proposed tariff and rationale	At application stage 1, 2 and 3
Maintenance arrangements	At application stage 1, 2 and 3
Number of companies that bid for the tender	At application stage 3 Completion