

# LEVI fund Principles for London boroughs

## Collaboration

Collaboration between local authorities is a requirement of the LEVI fund. It is one of the key reasons that funding allocated to combined authority areas and London boroughs is consolidated.

Collaboration 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 where collaboration across local authority areas and London boroughs drew in high levels of private investment.

Working across authority areas also enhances the opportunity for cross-subsidisation between commercially viable chargepoint locations, and those which are less commercial but have social importance. This approach supports a more equitable distribution of charging infrastructure.

LEVI capability funding has been provided to London to develop a centralised team for EV infrastructure planning, coordination and delivery. London boroughs should engage with this support from the outset to help identify opportunities for collaboration. These might include, for example:

- Existing cross-borough partnerships (e.g. the London sub-regional partnerships)
- 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

We anticipate collaboration should result in a joint procurement exercise(s) conducted by the collaborating boroughs. Development of the procurement approach would be supported by the LEVI Support Body's [Heads of Terms](#) guidance, and TfL's London-specific procurement work.

There is no specified minimum or maximum size of borough groupings. In general, we would like to see larger projects which should drive scale and value most effectively.

Proposals should clearly set out the rationale for the collaborative approach adopted.

## Funding amounts

London has been allocated a consolidated provisional capital funding amount of £35.7 million. Once boroughs have confirmed their intended partnerships at Expression of Interest stage, we will inform each group of their total LEVI Fund capital allocation amount. This has been calculated via a [data-led model](#). Boroughs should work together to maximise effective chargepoint provision across their combined areas in line with their strategies and LEVI principles.

## Procurement

All LEVI Fund proposals should involve *competitive* procurement(s) of a chargepoint supplier/operator. This will ensure value for money and maximise both the level of private investment into LEVI Fund projects, and the capacity of charging which can be installed.

The LEVI Support Body will provide expert procurement advice to local authorities, including procurement Heads of Terms guidance. In London, TfL have also developed bespoke procurement guidance that may be used by the boroughs, and there will be a Commercial Officer resource at London Councils funded by the LEVI Capability Fund, with additional procurement support available from TfL.

#### Spread of infrastructure

We expect a fair spread of infrastructure across the collaborating boroughs. How this will be achieved should be outlined in application proposals, and agreed by each participating borough.