

**Report title: Local Electric Vehicle Infrastructure (LEVI) Fund for public Electric Vehicle charging points in Kirklees.**

<b>Meeting</b>	<b>Cabinet</b>
<b>Date</b>	<b>May 2025</b>
<b>Cabinet Member</b> (if applicable)	<b>Cllr M Crook (Transport)</b>
<b>Key Decision Eligible for Call In</b>	<b>Yes Yes</b>
<p><b>Purpose of Report:</b></p> <p>To inform Cabinet of the LEVI Project, the total value of the capital grant from WYCA will be £2,494,389 and for this to be added to the Capital Plan for Place. To note that this will be supplemented by approx. 50-60% additional investment from private providers, both for initial installation and ongoing revenue costs for the duration of the contract. This will lead to a total investment of approx. £3.8m for the district.</p> <p>To accept grants in two tranches of £282,000 (Phase 1) and £2,212,389 (Phase 2) (“the LEVI Project”) from West Yorkshire Combined Authority (WYCA) to fund the installation of Electric Vehicle charge points in Kirklees. Total grant fund is £2,494,389.</p> <p>To note the creation of a procurement framework for Electric Vehicle Charge Point providers by WYCA, the use of the West Yorkshire Procurement Framework to appoint a provider (or providers) to deliver the LEVI project in West Yorkshire and specifically charge points in Kirklees.</p> <p>To delegate authority to Officers to make decisions relating to the project to bring it to delivery and completion.</p>	
<p><b>Recommendations</b></p> <ul style="list-style-type: none"> <li>• Cabinet to delegate authority for the LEVI fund to be added to the Capital Plan, the value of which will total £2,494,389.</li> <li>• Cabinet to note the sites included in Phase 1, set out in Section 2 of this report, and authorise the use of these sites for delivery of Phase 1.</li> <li>• Cabinet to delegate authority to Executive Director of Place (in consultation with the Portfolio Holder) to identify and agree up to 10 additional off-street sites for Phase 1, if for whatever reason, the agreed sites in Phase 1 as set out in section 2 of this Report, are not deliverable or additional funding becomes available.</li> <li>• Cabinet to delegate authority to the Executive Director for Place (in consultation with the Portfolio Holder) to agree number, type and speed of any EV charge point on any site (Council owned land) or land constituting adopted highway (“the Highway”) for the delivery of the LEVI project.</li> </ul>	

- Cabinet to delegate authority to Executive Director for Place (in consultation with the Portfolio Holder) to identify and authorise the use of Council owned land, including off street parking places and in the Highway for Electric Vehicle charging infrastructure leading to the installation of EV charge points in Phase 2.
- Cabinet to delegate authority to Executive Director for Place (in consultation with the Portfolio Holder) to determine if a car parking fee or a parking permit to be required for the use of EV charging should be applicable and to make amendments to the Parking Places Order (s) and/or a Traffic Regulation Order or Temporary Traffic Regulation Order to facilitate a charging strategy for any site or sites.
- Cabinet to delegate authority to Service Director – Development to negotiate and agree terms for leases of Council land and agreements for positioning equipment on the Highway including the actual location of the charge points, consideration payable, terms of the agreement and area of demise for any sites included in the LEVI project.
- Cabinet to note the procurement process conducted by WYCA and to delegate authority to Service Director Environmental Strategy and Climate Change to contract with the selected Provider(s) for the LEVI project, respectively.
- Cabinet to delegate authority to the Service Director – Legal, Governance and Commissioning to enter into all agreements necessary to affect those arrangements referred to above.

### **Reasons for Recommendations**

- The Council is receiving a portion of a government grant which will be supplemented by investment from the private sector. The council will not use its own capital to support the project. The project is expected to attract significant investment.
- The procurement phase of the project has been managed by WYCA with an agreed framework of six providers through the two phases. This will reduce the time to procure the providers for Kirklees and this is the preferred approach for the Department for Transport.
- EV charging is a key component within the decarbonisation of the transport sector. This is a vital component of the West Yorkshire region and Kirklees Council target to be net zero/climate ready by 2038. In addition, the switch to zero emission vehicles will produce improvements in air quality with the associated improvements in public health.

**Resource Implication:** LEVI grants to be provided in two tranches of £282,000 (Phase 1) and £2,212,389 (Phase 2) from West Yorkshire Combine Authority (WYCA) to fund the installation of Electric Vehicle charge points in Kirklees. Total grant fund is £2,494,389. No Council match funding is required.

Existing Council Officer resources in a variety of teams will be required to deliver the project, however, these demands can be met within existing resource capabilities of the teams. A revenue grant as part of the LEVI funding is currently being used to fund part of the Project Management team and external Legal support to deliver this and other EV related projects within Environmental Strategy and Climate Change.

No additional Council capital or revenue is required to deliver the project, although there is a revenue loss implication where Pay and Display car parks are used as sites.

**Date signed off by Executive Director & name.**

**David Shepherd – 24/04/25**

**Is it also signed off by the Service Director for Finance?**

**Kevin Mulvaney – 24/04/25**

**Is it also signed off by the Service Director for Legal and Commissioning (Monitoring Officer)?**

**Samantha Lawton – 24/04/25**

**Electoral wards affected: All Wards. Note, for phase 1 (expected in 2025),** eleven wards will be affected, and these are: Almondbury, Batley East, Crosland Moor and Netherton, Dalton, Denby Dale, Dewsbury East, Dewsbury South, Golcar, Holme Valley North, Liversedge and Gomersal and Newsome.

The expectation is that all electoral wards will be affected by Phase 1 and Phase 2 of the project.

**Ward councillors consulted:** Ward councillors in the affected wards will be engaged with regarding the project through the Council's communication channels. The communication team will send out information specifically to ward councillors affected by the project and the EV team will be on hand to support. As Portfolio Holders for Transport and Environment, Councillor Crook and Councillor Ahmed have been consulted for their views on the proposed scheme, and both were in favour.

**Public or private:** The report will be open to the public without any exemptions.

**Has GDPR been considered?** This report has no implications on The Data Protection Act 2018 and the UK GDPR legislation.

## **1. Executive Summary**

The UK government's roadmap for electric vehicle (EV) infrastructure is a key part of its broader strategy to achieve net-zero carbon emissions by 2050. Transport is the largest contributor to UK greenhouse gas emissions, with cars alone responsible for over half of transport-related emissions. To address this, the government has committed to ending the sale of new petrol and diesel vehicles by 2030 and ensuring all new cars and vans are fully zero-emission at the tailpipe by 2035. Central to this transition is a tenfold increase in public chargepoints, aiming for 300,000 by 2030. To support this, several funding initiatives are in place: the £450 million Local Electric Vehicle Infrastructure (LEVI) Fund, which helps local authorities install thousands of chargers, particularly in areas without off-street parking; the Rapid Charging Fund, which focuses on deploying high-powered chargers along motorways and major roads; and the Workplace Charging Scheme, which supports businesses in installing EV charge points for employees. Alongside these investments, the government has introduced legally binding targets to ensure that a growing share of new vehicles sold each year are zero-emission. By expanding charging infrastructure and incentivising EV adoption, the UK aims to make the transition to cleaner transport both practical and accessible, reinforcing its commitment to a net-zero future.

The decarbonisation of the transport sector is also an important part of the West Yorkshire region and Kirklees Council target to be net zero/climate ready by 2038. In addition, the switch to zero emission vehicles will produce improvements in air quality with the associated improvements in public health.

As the number of electric vehicles (EV) on the road continues to grow, the need to provide sufficient charging infrastructure is increasing, particularly to support those without access to a driveway. It is expected that as part of a growing network of EV charge points will be located in public spaces and the Highway. Councils will be required to meet the growing need of EV drivers locally, but also to make sure that a lack of confidence in being able to access charging facilities will not present a barrier to people switching to electric vehicles and achieving the associated environmental benefits. These are usually charge points that are not immediately commercially viable.

To support this, the Department for Transport (DfT) are providing local authorities funding to deliver publicly accessible infrastructure through the Local Electric Vehicle Infrastructure (LEVI) scheme with £343 million capital and £37.8 million revenue resource funding over the next two financial years through the LEVI Fund.

The LEVI Fund is being allocated to Tier 1 local authorities in England. The LEVI Fund is primarily targeted at addressing the need for EV charging in areas with lower levels of residential off-street parking, as EV owners who park on-street will need to rely more heavily on the public charging network. The variables selected to allocate LEVI funding looked to reflect this need.

Currently, certain areas of the UK are further ahead in the development of charging networks than others. The allocation model of LEVI reflects this aspect to ensure that provision is developed equally.

As a result, West Yorkshire Combined Authority (WYCA) has been awarded grants of £1.5 million (Capability/Revenue) and £14.33 million (Capital) from the LEVI fund. WYCA have decided to break the project into two phases to enable learning to be gained from the first phase, through a smaller initial allocation of capital, and then to deliver the bulk of the charge points in the second phase, using lessons learned from phase 1.

All the five districts of West Yorkshire have been allocated an equal share of £282,000 for phase 1. Kirklees has been awarded £2,212,389 million for phase 2 - this is based on a criteria established by the University of Leeds research as mentioned later in the report. The fund requires us to work with private sector EV charging providers to install charge points using the funding provided. The private sector is expected to provide additional investment for installations while being responsible for any on-going costs associated with its upkeep – such as maintenance and asset management.

The project will deliver charging infrastructure in areas which are currently deemed to be 'non-commercially viable' to the private sector – namely due to the phased introduction of EV's in the UK and the local region. LEVI is designed to bring the infrastructure closer to densely terraced areas, which will instil confidence in residents to look at EV's as alternatives to internal combustion engine vehicles.

WYCA has collaborated with the Council and the other districts of West Yorkshire to agree on a framework - to which there are six appointed providers. A Provider will be appointed via call off from the Framework to deliver phase 1 for all West Yorkshire. The mechanism for appointing a provider or providers for Phase 2 has not yet been agreed.

These chargers will be delivered in Phase 1 in Council parking areas and car parks, with some on street locations, while subsequent phases to explore on-street charging options. A delivery plan is attached as Appendix 1.

All electoral wards will be affected by the project and all the councillors of these wards will be engaged throughout delivery.

## **2. Information required to take a decision.**

LEVI is a DfT funded project of £450 million designed to provide low-powered EV charging infrastructure into densely terraced and rural areas that may be 'left behind' in the EV transition due to a lack of commercial viability. Of this fund, WYCA has been awarded a total £15,826,000 million to support the five districts of West Yorkshire. Each district will get a share of the funds according to the criteria established by the University of Leeds research where considerations included – population density, areas of low off-street parking, vehicle ownership and commuting patterns.

WYCA have been informed by DfT that LEVI should be predominantly used to support on-street charging infrastructure across West Yorkshire, but we can, with justification, use the fund to support local car parks. The funding mechanism proposed to support best investment, will require the Council to enter a 15-year contract with EV charge point provider and in exchange for a land lease, the provider will be responsible for any ongoing costs associated with the upkeep of the charging infrastructure. A set of robust KPI's will be created to support our contract management process throughout the contract duration and they will be supported by the new [Public Charge Point Regulations 2023](#).

WYCA applied for the grant on behalf of the five districts of West Yorkshire and are required to lead on procurement. To support the procurement of commercial charge, point providers, it was agreed that the creation of a West Yorkshire Electric Vehicle Charging procurement framework, as the most suitable way to deliver the project. In Summer 2024, 6 providers were granted a place on the framework. Councils can utilise the framework for various EV charging requirements, but the total framework value shall not exceed £50m.

The Framework Contract will be for a five (5) year term commencing on 09 September 2024. The tendering process, bidding and evaluation of bids is managed by WYCA.

The aims of the project include enabling and accelerating an EV charging network, 'right charges in right places,' support wider transport decarbonisation goals and reducing inequalities in access and ensure good coverage across Kirklees. The project will deliver charging infrastructure in car parks in all electoral wards.

### **Phase 1**

LEVI phase 1 is expected to begin delivery in Summer 2025, and the Invitation to Tender (ITT) was completed in December 2024, using the WYCA EV framework. Our funding of £282,000 is expected to gain an additional 58% investment from the chosen charge point operator across twenty-three identified sites listed below. These sites are made up of Kirklees owned land locations. Kirklees will have just four on-street charging locations in Phase 1 while we establish the WYCA on-street charging standards and explore other technologies through CRSTS funding.

We have identified three priority locations (highlighted below), and these must be delivered as a minimum.

Location	Speed	Number of Actual bays	Site Type
Springwood, Spring Wood Street, Huddersfield	Fast/Rapid	TBC	P&D
New Street Car Park, Lupton Square, Honley, Holmfirth	Fast	TBC	Currently Free
Shaw Cross Community Centre, Dewsbury	Standard	TBC	None Parking Service Site
New Way Long Stay Car Park, Batley	Standard	TBC	New P&D
High Street Car Park, Birstall	Fast	TBC	New P&D
Camroyd Street Car Park, Dewsbury	Fast	TBC	P&D
17 Carlisle Cl, Meltham, Holmfirth	Fast	TBC	New P&D
25 Station Rd, Holmfirth	Standard	TBC	P&D
99 College St, Crosland Moor, Huddersfield	Standard	TBC	None Parking Service Site
Wellington Road West Library Car Park, Dewsbury	Fast/Rapid	TBC	P&D
4 John St, Milnsbridge, Huddersfield HD3 4NW	Fast	TBC	Currently Free
48 George St, Cleckheaton	Standard	TBC	None Parking Service Site
King's Bridge Road Car Park, Huddersfield	Fast	TBC	P&D
39 King St, Heckmondwike WF16 9LN	Standard	TBC	None Parking Service Site
Meltham Road Car Park, Netherton	Fast/Rapid	TBC	Currently Free

Field Lane Long Stay Car Park, Batley	Standard	TBC	New P&D
War Memorial Car Park, Denby Dale	Fast	TBC	Currently Free
CO-OP Car Park, Skelmanthorpe	Standard	TBC	Currently Free
Church Street Car Park, Emley	Fast	TBC	Currently Free
57 Harpe Inge, Huddersfield	Standard	TBC	On-Street Parking
10 Warton St, Liversedge	Standard	TBC	On-Street Parking
59 School St, Moldgreen	Standard	TBC	On-Street Parking
28 Mains Ave, Cowersley	Standard	TBC	On-Street Parking

A total of 148 bays will be set aside for Phase 1 of the project with total annual income at approx. £27,700 and £415,500 over 15 years. This represents 3.8% of the total number of car parking bays (5,751) within Kirklees.

There will be a loss of income to Parking in affected pay and display car parks. However, we expect some income from the project as it has been agreed via the WYCA framework that each bay will be leased out as following income to the Council:

Speed of charger	Fee received per bay per annum
Standard	£130
Fast	£160
Rapid	£1,200

Legal and Property Services will work together to map out and draw red line boundary plans of the areas affected. Providers will need to enter into a lease with the Council for each site before any equipment is installed.

Leases will be for a duration of 15 years. At the end of the term the Council will either negotiate the grant of a further lease or ask the providers to remove the equipment and 'make good' on the sites.

There is flexibility built into the contract terms to reprofile the types and numbers of charge points in any location based on need and changes in circumstances – the incumbent provider is supportive of this also. This can be supported with Ward Councillor/Portfolio Holder support. Delegated authority is sought so that the Executive Director for Place (in consultation with the Portfolio Holder) can make the final decision on the number, type, and location of any charge points in any site or sites. However, the total number of Charge Points must be delivered by the contractor between the identified sites or in the vicinity of the identified sites.

There is also flexibility built into the contract to collaborate with the provider to determine if a car parking charge or if a permit is required to park in any charging bay. Delegated authority is sought so that the Executive Director for Place (in consultation with the Portfolio Holder) can determine the parking charge/permit strategy for any given site.

## **Phase 2**

As previously noted, the LEVI project is split into two phases. Phase 2 is also split into two monetary phases – Phase A and Phase B. Each monetary value is 50/50 split of £2,212,389.

We expect that Phase 2 will feature sites predominately in on-street locations where there are many terraced properties and where on-street parking is at a premium.

These sites will be dependent on the funding selection criteria and officers will collaborate with the Executive Director for Place (in consultation with the Portfolio Holder) and Strategic Director and Portfolio Holder/Ward Councillors to determine final site selection. Sites will be determined in the back half of 2025, for delivery in 2026/27.

### **3. Implications for the Council**

#### **3.1 Council Plan**

This project is linked to the third priority of the council priorities for 2025/26 which focuses on thriving people and communities – now and over the longer term. Council will work with businesses and community groups in local places to support their efforts to build safe, clean, and green places where people want to live, work, and visit.

This programme is directly related the Council's Top Tier Environment Strategy - 'Kirklees on the Move' theme ([Kirklees on the move | Environment Strategy | Kirklees Council](#)). It is a key action from the Council's Climate Change Action Plan [Climate Change Action Plan for Kirklees](#) and Air Quality Action Plan ([Kirklees Air Quality Action Plan](#))

Air Quality is a significant local issue in Kirklees. Breathing in polluted air causes health impacts such as respiratory and heart diseases. The Air Quality problems we have in Kirklees are mainly caused by emissions of Internal Combustion Engine (ICE) vehicles. Transport is the highest emitting sector in West Yorkshire, accounting for 44% of all CO2 emitted and these emissions are dominated by road transport which accounts for 89% of transport related emissions in West Yorkshire. Kirklees declared a climate emergency in 2019 with an ambitious emission reduction target of committing the borough to achieving net-zero carbon by 2038.

The Council encourages the move from ICE vehicles to low or ultra-low emission vehicles by supporting the installation of charging infrastructure of electric vehicles (EV).

Phase 1 of the project is designed to deliver electric vehicle charging infrastructure to car parks close to densely terraced residential areas. By bringing the infrastructure to these areas, it will encourage residents to buy cleaner and ultra-low emitting vehicles. The areas chosen for the project are not commercially viable and will not attract private charge point providers in the short run.

#### **3.2 Financial Implications**

In Phase 1 the majority of EV infrastructure will be installed in car parks. Twenty car parks have been earmarked for the project, nine of which are currently chargeable as Pay & Display Car Parks. At the present time, it is intended that Kirklees will not charge a parking fee for the use of a parking bay whilst a vehicle is charging. The impact will be a reduction in the revenue for the parking service at these, as there will be fewer parking bays in car parks to charge a parking fee. EV will generate revenue through FIXED bay fees or a 10% revenue share, whichever is greater for each financial year. The project is looking at installing many low powered charge points of 7Kw (standard) and 22Kw (fast) which generate low income, so we expect the bay fees to be our income source for much of the project. As stated in the table above, charge point providers will be charged a minimum annual fee of £130/£160/£1200 per bay dependant on the speed deployed. 148 bays will be set aside for this phase of the project and that will generate approx. £27,700 and £415,500 over 15 years.

If any other fees are required for implementation of the infrastructure, these will be an additional income to the Council and will be met fully by providers. Any ongoing revenue costs for the chargers will be met by the provider for the full duration of the 15-year contract. As noted above, there is flexibility within the Contract to continue to charge a parking fee or require a permit to charge within a bay allocated for EV Charging. The Executive Director for Place (in consultation with the Portfolio Holder) determine the parking fee strategy for any site or sites.

However, the revenue generated may not offset revenue lost by parking. For example, Springwood is a heavily used car park and income lost would be significant. It is estimated that in our pay & display car parks, we may reduce income in car parks by up to £47,219.58 a year. Adding in additional income to areas where we do not currently have P&D, we have a net loss of approx. £19,500 per annum for Phase 1.

Sites will require further negotiation, as these have been proposed by the supplier at this stage, and we have an opportunity to negotiate where chargers are located.

There does have to be a long-term view that EV charging will need to be deployed in our car parks in the future, as EV uptake becomes more prevalent, it's a strategic fuelling point for our residents and allows them to choose an EV over a conventional ICE vehicle. If we do not have assistance from the LEVI fund to install these, the costs to the Council could increase significantly as we may have to fund 100% of the installation cost and pick up any ongoing revenue costs for the equipment for the life of the asset.

### **3.3 Legal Implications**

The council will lease land to charge providers for a term of 15 years. The Legal team will draft the leases for the bays used for charge point infrastructure. These will take into consideration the infrastructure installed and commitment to its removal at the end of the term. There is additional requirement to negotiate on site locations with the provider in advance of signing contracts. Due to resource requirements and the volume of work arising The Legal team would look to outsource the legal work to a firm of solicitors on one of the available Solicitors Frameworks. Financial resources are earmarked for legal costs to assist with these matters.

The call-Off Agreement contains standard termination provisions, which include the ability of the Council to terminate the Call-Off Agreement on notice if the Supplier suffers an "Insolvency Event". If that occurs, clause 26.2(c) says that the Council can, at its option,

either require the title to all above ground assets to be transferred to the Council or require the Supplier to remove all equipment.

### **3.4 Economic resilience**

This project is designed to provide charging points for residents who do not have access to off-street parking. It will ensure that charging infrastructure is not a barrier to acquiring EVs for those in rural areas and terraced properties. This will ensure that all residents have equal access to chargers as EVs become more affordable to the average family. In the long-run, CO<sub>2</sub>/NO<sub>x</sub> emissions will be reduced, which is a strategic goal of the Council.

## **4 Consultation**

There has been consultation with internal stakeholders: Highways, Property Services, Legal, Procurement, Parking and Corporate Landlord.

WYCA conducted a county wide consultation in summer, and it highlighted the need for such a project. Legal and Procurement have approved and signed off the call-off contract and framework agreement. Legal will be responsible for signing the funding agreement when it is ready.

The project team has received advice from Highways, Property Services, Parking and Corporate Landlord regarding the areas to install the infrastructure and how it will affect council assets such as land.

## **5 Engagement**

The infrastructure will be installed in all electoral wards. All ward councillors will be engaged with through the process. The engagement will be for information purposes. There has previously been an engagement process conducted by West Yorkshire Combined Authority regarding the LEVI project.

### **6.1 Options considered.**

#### **Option one**

To accept the LEVI grant funding of £2,494,389 from West Yorkshire Combined Authority and approve the recommendations outlined in this report to further develop local EV charging infrastructure to help achieve the district and regional net zero targets.

#### **Option two**

To not accept the WYCA LEVI grant funding and recommendations as set out in this report. This would limit the Council's ability to develop the required public EV charging infrastructure and place Kirklees in a weaker position compared to neighbouring authorities. Kirklees' proportion of the funding allocation would be redistributed to the other West Yorkshire local authorities. This option is not recommended.

### **6.2 Reasons for recommended Option**

The officer recommendation is that Option 1 is pursued. The reasons for this are as follows:

- The Council is receiving a portion of a government grant which will be supplemented by investment from the private sector. The council will not use its own capital to support the project. The project is expected to attract significant investment.
- The procurement phase of the project has been managed by WYCA with an agreed framework of six providers through the two phases. This will reduce the time to procure the providers for Kirklees and this is the preferred approach for the Department for Transport.
- EV charging is a key component within the decarbonisation of the transport sector. This is a vital component of the West Yorkshire region and Kirklees Council target to be net zero/climate ready by 2038. In addition, the switch to zero emission vehicles will produce improvements in air quality with the associated improvements in public health.

## **7 Next steps and timelines**

We expect that all draft Grant Funding Agreements with the Combined Authority will be issued in April 2025. Once agreed, contract with the Charge Point Provider will be signed as soon as practicable afterwards. The Portfolio holder will be briefed about the signing of contracts and any further decisions relating to the project as per the delegations in this report. Land leases should be agreed by June 2025 and the ground works will be commissioned approx. July/August 2025.

## **8 Contact officer**

Jason Smith  
Project Manager  
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(01484) 221000

## **9 Background Papers and History of Decisions**

Programme briefing to Cllr Crook (Portfolio Holder for Transport and Housing) on 23 Jan 2025

Programme briefing to Cllr Ahmed (Portfolio Holder for Environment and Highways) on 3 Feb 2025

Paper signed off by Cllr Crook (Portfolio Holder for Transport and Housing) on 24<sup>th</sup> Apr 2025.

## **10 Appendices**

Appendix 1 – 2023 DVLA Battery Electric/Plug-In Hybrid registrations in Kirklees by MSOA

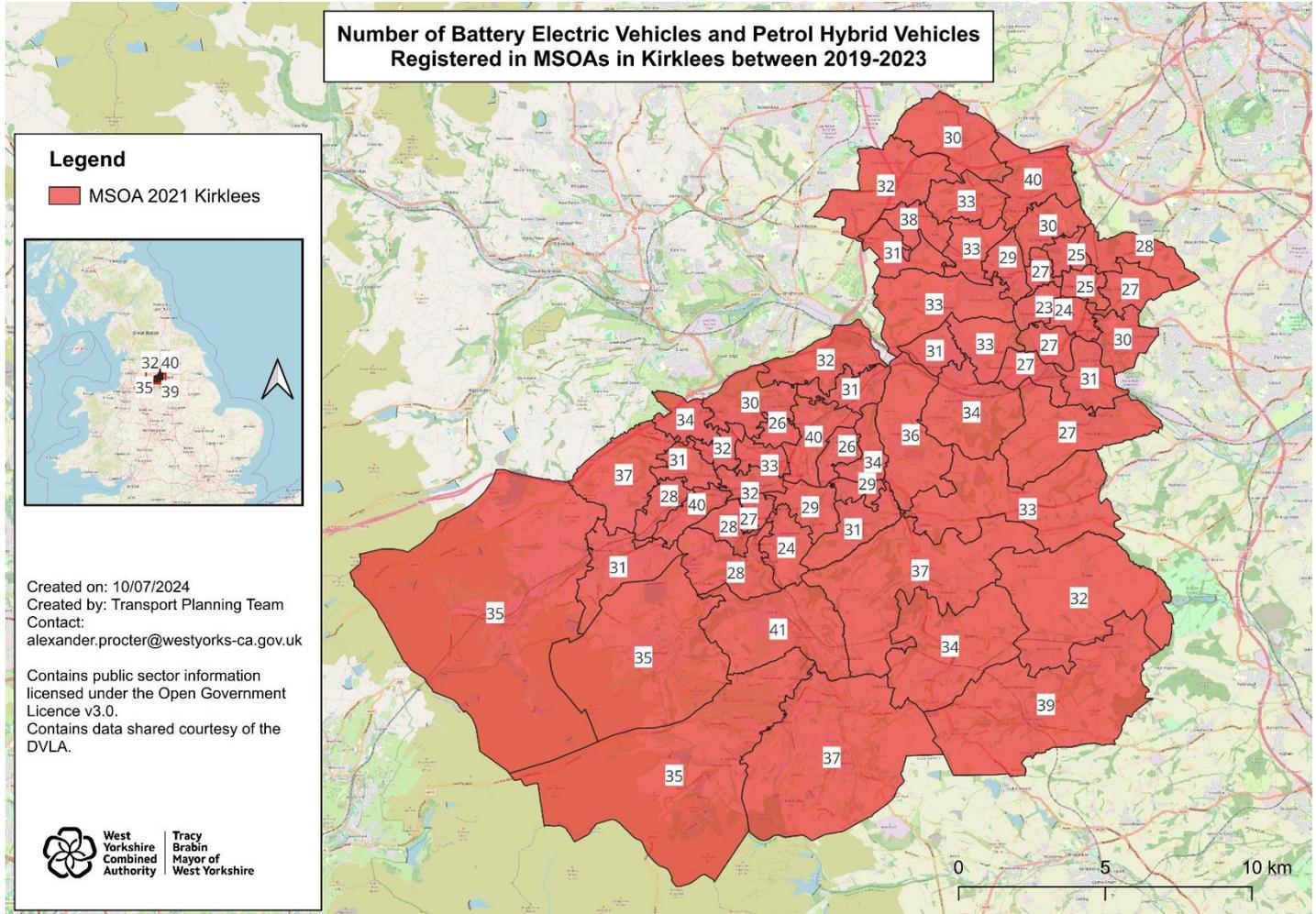
Appendix 2 – List of EV Charging Locations on Council Land

Appendix 3 – Proposed LEVI phase 1 locations alongside current EV infrastructure in Kirklees (data provided by Zap-Map)

## **11 Service Director responsible**

Katherine Armitage

### Appendix 1 – 2019 - 2023 DVLA Battery Electric/Plug-In Hybrid registrations in Kirklees by MSOA



## Appendix 2 – List of current EV charging locations on Council Land

Network	Address	Speed	Number of devices	Number of sockets
Geniepoint	Albion Street Car Park	50	1	3
Geniepoint	Crown Bottom, Holmfirth	50	1	3
Geniepoint	Dewsbury Railway Station	50	1	3
Geniepoint	Henrietta Street Car Park	50	1	3
Geniepoint	Huddersfield Station	50	1	3
Geniepoint	Lidget Street Car Park	50	1	3
Geniepoint	Low Lane	50	1	3
Geniepoint	New Street, Slaithwaite	50	1	3
Geniepoint	Oldgate Car Park	50	1	3
Geniepoint	South Street Car Park	50	1	3
Geniepoint	Station Road	50	1	3
Geniepoint	Station Road Car Park	50	1	3
EON	Cliffe House, Kirkburton	7	3	3
Podpoint	Upper Road Car Park, Batley	7	1	2
EON	Kirkburton Village Hall	7	1	2
Podpoint	Brambles Primary, Huddersfield	7	1	1
Monta	Knowl Park House	7	2	4
Monta	Ash View House	7	5	5

Appendix 3 - Proposed LEVI phase 1 locations (diamonds) alongside current EV infrastructure in Kirklees (dots) (data provided by Zap-Map)

