

Report of Director of Resources and Housing

Report to Licensing Committee

Date: 7 June 2017

Subject: OLEV Grants for Electric Vehicle Charge Points

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. West Yorkshire Combined Authorities co-ordinated a regional application for funding to the Office for Low Emission Vehicles (OLEV) Clean Taxi Scheme in order to secure funding to support the transition of taxi and private hire fleets to ultra-low emission vehicles (ULEVs).
2. The application was successful; funding of circa £1.9m will be available to deliver a network of electric vehicle charge points across the West Yorkshire region for use by the Taxi and Private Hire trade.

Recommendations

It is recommended that the committee note;

1. The information regarding West Yorkshire Combined Authorities (WYCA) securing and management of the OLEV grant.
2. The outline plans for delivery of Electric Vehicle (EV) Charge Points across the region.
3. The opportunity for operators to provide expressions of interest in working with WYCA to secure potential grants installation of EV Charge Points for use by Private Hire and Taxi vehicles.

Purpose of this report

- 1.1 This purpose of this report is to update the committee on the award that has been made by OLEV to support the delivery of EV Charge points in the West Yorkshire region. The Committee were provided with information regarding the planned application to OLEV in July 2016 and February 2017 prior to the award being made.
- 1.2 This update report does not intend to cover aspects of incentives to the trade to encourage the uptake of Ultra Low Emission Vehicles (ULEV), or address the work being undertaken to review licensing or vehicle conditions. Wider discussion with the trade and regional licensing groups is required as part of this process.
- 1.3 A further report that will outline proposals to encourage ULEV uptake will be tabled at a later date.

1. Background information

- 1.1 West Yorkshire Combined Authority (WYCA) has secured £1.98m of Government capital funding to support an increase in ultra-low emission electric taxi and private hire operation on local roads.
- 1.2 Eighty-eight dedicated taxi and private hire charge points will be installed at key public transport and taxi operation sites across West Yorkshire, thanks to the Combined Authority's successful bid to the Office for Low Emission Vehicle's Ultra-Low Emission Vehicle (ULEV) Taxi Scheme.
- 1.3 There may be opportunities for operators to use the grant funding towards the installation of dedicated fast / rapid charge points at their bases/depots, please contact XXX if you would like further details.

2 Main issues

2.1 Delivery of Charge Points in West Yorkshire

- 2.2 WYCA will receive funding in line with the prescribed 'low uptake scenario' of £1.9m capital funding to deliver 88 charge points across West Yorkshire – OLEV have indicated that this is proposed to be through 66 rapid charge points and 22 fast chargers (these may be upgraded to rapid chargers). £495,000 of this needs to be delivered in 2017/18, £495,000 in 2018/19 and the balance of £990,000 in 2019/20.
 - 2.2.1 Capital funding is for 75% of the costs towards the unit and installation. There is a 25% match expectation that has been identified in the LTP IP3 programme, that will support some of the required 25% cost for charge point installations.
 - 2.2.2 The application for funding has been awarded funding on the basis of the below table;

Area	2017/18	2018/19	2019/20	Total
Leeds	£186,181	£186,181	£372,363	£744,745
West Yorkshire	£495,000	£495,000	£990,000	£1,980,000

2.2.3 The funding (if approved by OLEV) will support delivery of a charge point infrastructure as below;

Area	Fast Chargers	Rapid Chargers	Total	Funding
Leeds	8	25	33	£744,745
West Yorkshire	22	66	88	£1,980,000

2.2.4 Informal dialogue with charge point suppliers has identified that the 25% match could potentially be covered by an appointed private investor/operator – rather than LTP - however this must be tested during the procurement process that will be led by WYCA.

2.2.5 Delivery is expected over a 3 year programme from 2017/18-2019/20. OLEV has indicated it would like to see as much advanced delivery as possible. There may be a 2nd round of funding available in 18/19 depending on outputs from this initial delivery period.

2.2.6 Key sites for taxi charge points identified in the application included Leeds Train Station, Bradford Forster Square and numerous bus stations/interchange locations where taxi/private hire vehicles frequent. There is also potential to provide funding towards installation of charge points at private operators depots in line with prescribed criteria being met. Operators who have a potential interest in this are encourage to engage with XXXXX.

2.2.7 WYCA and the 5 districts undertook a technical study in 2016 to ensure the deliverability of up to 70 charge points (public and/or taxi) at local authority

owned sites across West Yorkshire to ensure scheme deliverability and detail upgrade costs. This was provided as supporting evidence to the application and has been provided to potential suppliers during informal dialogue. Additional sites will further be identified in consultation with the trade, landowners, charge point suppliers and other stakeholders.

- 2.2.8 Several private hire and taxi operators across West Yorkshire provided letters of support for this scheme. There will be a requirement for significant engagement and dialogue with the taxi/private hire industry to ensure the expected outcomes are realised. WYCA will be working with district licensing services to ensure engagement across the trade is delivered effectively.
- 2.2.9 It was agreed at WYCA Leadership Team in December 2016 that if successful, WYCA would lead on procurement and delivery of this charge point project. A Senior Responsible Office and Project Manager have been identified within WYCA with Districts appointing representatives to the Project Board.
- 2.2.10 There is also potential for limited revenue to be generated by the scheme for WYCA however this should not be considered realistic in the early years of delivery. Future revenue is anticipated to be utilised in extending the scope of the scheme, or maintenance of the existing charge point estate.

2.3 Engagement Plans

- 2.3.1 Leeds City Council will lead on engagement and communications with the trade, with plans for a launch event to be determined. The intention is to provide information on EV charge points aligned to information from the trade on electric vehicles, their use and the benefits economically and environmentally from their adoption. The project team will liaise with industry experts to deliver this event with licensing services fully involved in the planning and the promotion of the event. Information will also be provided on the potential funding that may be made available to operators for installation of charge points for fleet use.

2.4 Further Applications for funding

- 2.3.1 West Yorkshire Combined Authorities co-ordinated the application for funding to the Office for Low Emission vehicles. This West Yorkshire ULEV Taxi Scheme bid is proposed to transform taxi and private hire operations in West Yorkshire through a comprehensive package of investment in an electric vehicle charge network. OLEV have indicated that there may be further funding available in 2018 should WYCA be able to evidence the deliverability of the current scheme.
- 2.3.2 Leeds City Council has continued to seek separate funding to support the uptake of low emission vehicles in the taxi and private hire trade. Any successful budget that is secured will be reported to the committee in a future paper.

2.4 Additional Actions

- 2.4.1 Collectively the five authorities have considered that ULEV uptake in the taxi and private hire sector can further be encouraged through licensing and policy incentives. A report will be submitted in respect of this work stream separately.

3 Corporate Considerations

3.1 Consultation and Engagement

3.1.1 Consultation with the trade on delivery proposals will be carried out in line with any recommendations made by the committee and in line with existing arrangements.

3.1.2 Engagement with the trade via existing forums will also be maintained to ensure that EV Charge Point developments, implementation plans and consultation are ongoing.

3.2 Equality and Diversity / Cohesion and Integration

3.2.1 Equality and Cohesion Screening Assessments are carried out on the policies agreed at Licensing Committee which are used to inform decision making.

4 Council policies and City Priorities

4.1 The identification of areas of poor air quality and the introduction of AQMA's contributes to the Council's cutting carbon and improving air quality breakthrough project. Key drivers for the breakthrough project include a reduction in energy consumption and emissions and the promotion and encouragement of energy efficiency. The introduction of EV charge points will support a reduction in vehicle emissions and the adoption of more fuel efficient, less polluting vehicles.

4.2 The ability to identify and target those areas of most concern is in line with the Council's ambition to reduce health inequalities across Leeds. There is a need to reduce air pollution-related risks for all. However, it is also the case that greater health gains can result from targeting those areas and people most at risk.

5. Resources and value for money

5.1 Delivery of the WYCA EV Charge Point project is funded by central government grant via the Office for low Emission Vehicles. Procurements will be open and transparent and will conform to WYCA Financial Processing Regulations to ensure value is delivered.

6. Legal Implications, Access to Information and Call In

6.1 Potential State Aid implications of the delivery of grants for installation of EV charge points are being assessed, with the risk having been identified as low. WYCA will take legal advice to ensure that any State Aid risk is robustly assessed and mitigated.

6.2 This report is not subject to call in or publication.

7. Risk Management

7.1 The Project Manager and Project Board for the project will assess, identify and manage risks through the lifecycle of the EV charge point delivery project.

8. Conclusions

8.1 The Committee will be advised on the outcome of any future funding applications.

8.2 The Committee will be updated on the progress of EV charge point installations.

8.3 The Committees opinions are welcomed in terms of engagement and communication with the trade to support delivery of charge points in the most appropriate, feasible and efficient way.

9. Recommendations

9.1 It is recommended that the committee note;

1. The information regarding West Yorkshire Combined Authorities (WYCA) securing and management of the OLEV grant.
2. The outline plans for delivery of Electric Vehicle (EV) Charge Points across the region.
3. The opportunity for operators to provide expressions of interest in working with WYCA to secure potential grants installation of EV Charge Points for use by Private Hire and Taxi vehicles.

10. Background documents

None