

Report to: Transport Committee

Date: 19 September 2023

Subject: **Local Electric Vehicle Infrastructure Programme**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this Report

- 1.1 To provide members of Transport Committee with an overview of the developing West Yorkshire Local Electric Vehicle Infrastructure (LEVI) Capital proposal, the next stage of the LEVI Programme.
- 1.2 To seek approval for delegated authority for approval of the final bid document to the West Yorkshire Combined Authority Chief Executive in November 2023, in consultation with the Mayor, Chair and Vice Chair of the Transport Committee.

2. Information

- 2.1 The UK Electric Vehicle Infrastructure Strategy was published in March 2022 setting out the government's approach to delivering charging infrastructure to 2030, to remove charging infrastructure barriers and accelerate the pace of electric vehicle (EV) adoption. The strategy sets out that the majority of drivers will do most of their charging at home, overnight, and highlights the need to focus interventions on public chargepoints for two main purposes: to enable long distance journeys, and to support those without off-street parking.
- 2.2 To support the delivery of this strategy, the government announced the Local Electric Vehicle Infrastructure Fund (LEVI) fund in Spring 2022, a £450 million fund to 'accelerate commercialisation of local, close to home charging'. This funding is intended to be used by Local Authorities to leverage private

investment in chargepoints locally to significantly advance and accelerate chargepoint delivery, targeted at residential areas without access to off-street parking.

2.3 From this fund, the following has been awarded to West Yorkshire in 2023:

- **£1,500,000 Pilot Funding** – capital funding to deliver EV infrastructure, focused on residential areas without access to off-street parking (awarded February 2023).
- **£1,316,000 Capability Funding** – for resources to increase local authority and combined authority capacity and capability for the planning and delivery of EV infrastructure (£236,880 awarded February 2023, £1,079,120 awarded in July 2023).

2.4 In addition to the pilot and capability funding, the following was allocated to West Yorkshire in March 2023 (subject to Office for Zero Emission Vehicle approval of suitable proposal):

- **£14,326,000 Capital Funding** - to delivery EV chargepoint infrastructure, focused on residential areas without access to off-street parking.

2.5 In total, the full value of the West Yorkshire LEVI programme could be £15,826,000 capital grant funding supported by £1,316,000 resource funding, taking the programme total to over £17,000,000. However, the programme is also required to leverage private investment in EV chargepoints and as such the total value for West Yorkshire is likely to be significantly higher.

Local Electric Vehicle Infrastructure (LEVI) Capital Scheme

2.6 Under the LEVI programme, indicative capital funding has been allocated to Tier 1 local authorities (unitary, county council or combined authorities). The LEVI Capital Fund has 2 main objectives:

- 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.

2.7 All schemes must primarily benefit residents without off-street parking, although projects can also benefit other groups like tourists, customers, commuters, taxis, and commercial vehicles – if projects still primarily benefit residents, and if doing so increases the scale and commerciality of the project.

2.8 To access the funding, a three stages process has been established for the LEVI Capital scheme:

- **Stage one: expression of interest** – submitted May 2023
- **Stage two: application form, criteria compliance and tender document review** – West Yorkshire has been allocated to tranche one, with submission on 30th November 2023

- **Stage three: contract review** – to be submitted before September 2024

2.9 Proposals for the West Yorkshire LEVI Capital scheme are being developed in collaboration with the West Yorkshire Electric Vehicle Strategy Group which includes officer membership from the five West Yorkshire district.

2.10 Work is underway to identify sites: a methodology for site selection has been developed with the support of the University of Leeds and the Combined Authorities Research and Intelligence Team. Four criteria were used for determining the relative need for public residential charging in each geographic region within West Yorkshire: Housing type (no off-street parking), population density (accounting for rural and urban geographies), vehicle ownership, and commuting mode.

2.11 District officers are using the findings of the prioritised location research undertaken by the University of Leeds to identify precise site for chargepoints within their District, considering both on-street and off-street charging options. These sites will then be evaluate for deliverability and fit with funding requirements, and prioritised for the Pilot and Capital LEVI schemes. This work will include consultation with Northern Powergrid to ascertain grid capacity and grid connection potential, and in consultation with chargepoint operators to gauge market interest. The ambition is to level-up coverage across the region with this funding.

2.12 Although the total value private investment is not known at this time, it is estimated around 500 – 1000 chargepoints could be delivered through the Capital Scheme. Projects will look to ensure equity of access and social value through design and procurement, considering pricing, ease of use, accessibility and working with local communities to ensure charging provision meets local needs. The final LEVI Capital scheme proposal is planned for submission in November 2023.

3. Tackling the Climate Emergency Implications

3.1 To meet our carbon reduction target, a significant increase in the uptake of electric vehicles is required. Supporting the deployment of infrastructure that facilitates the transition to net zero, such as electric vehicle charging infrastructure, is one of the investment priorities in the WYIS. The principal aim of the programme is to accelerate the proportion of electric vehicles in West Yorkshire to reduce carbon emissions and support West Yorkshire's response to the Climate Emergency.

4. Inclusive Growth Implications

4.1 The programme supports the Combined Authority's inclusive growth ambitions by ensuring equity of access to EV charging infrastructure, particularly in areas with higher-density housing areas with no access to off-street parking. The transition to a net-zero transport network carries the risk that costs, benefits and impacts are distributed unequally across society. Without intervention, our engagement with the private sector has shown that the

market would be unlikely to deliver in lower income areas in advance of anticipated demand meaning such areas are at risk of being left behind.

5. Equality and Diversity Implications

5.1 Equality, Diversity and Inclusivity are central to the West Yorkshire LEVI Programme - funding will be used to level-up coverage as well as ensure high accessibility standards are delivered throughout. West Yorkshire is a diverse place, and a one size fits all approach is not appropriate for chargepoint network design. Residential chargepoint schemes need to reflect local conditions and priorities, as well as the requirements of local residents and businesses to ensure the best outcomes are achieved.

6. Financial Implications

6.1 There are no financial implications directly arising from this report.

7. Legal Implications

7.1 There are no legal implications directly arising from this report.

8. Staffing Implications

8.1 There are no staffing implications directly arising from this report.

9. External Consultees

9.1 No external consultations have been undertaken.

10. Recommendations

10.1 That the Committee gives approval for bid submission of the Local Electric Vehicle Infrastructure Capital scheme, as set out in the approach outlined in this report.

11. Background Documents

11.1 None

12. Appendices

12.1 None