
Report to: Investment Committee

Date: 21 March 2018

Subject: **Ultra-Low Emission Vehicle (ULEV) Taxi Scheme – project progress report**

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1 Purpose of this report

- 1.1 Members at the Investment Committee of 3 January 2018 asked for an update on progress of the Ultra-Low Emission Vehicle (ULEV) Taxi Scheme.

2 Information

Project Background

- 2.1 This project seeks to improve air quality, by funding and installing up to 88 rapid electric vehicle charge points (EVCPs) in West Yorkshire. This will remove one of the main barriers that has been identified to uptake of Ultra-Low Emission Vehicles (ULEVs) by taxi and private hire operators. Each charge point will have two parking bays, with one bay for sole use by taxi and private hire operators.
- 2.2 A feasibility study estimated the benefits of providing taxi only charge point bays as follows:
- 5% conversion of existing taxi and private hire fleets to ULEV
 - 7.2 tonnes CO₂ saving by 2020 p.a (minimum)
 - 18% improvement in NO_x emissions across West Yorkshire taxi fleets.
- 2.3 The Investment Committee approved additional project development costs at its meeting of 3 January 2018. The report noted that, as with any trial, there are potential delivery risks, which include:
- The procurement strategy for a single supplier is complex, with many different parties involved.

- The project needs to generate sufficient income from the private sector to cover the Combined Authority and District operational costs.
- Significant Combined Authority and District staff time is required to develop and deliver this project.

2.4 The ULEV project supports the Leeds City Region's ambition to create quality places and clean environments, and the Combined Authority's Transport Strategy objectives to significantly reduce transport emissions and support the taxi sector to deliver on its low emissions targets.

Progress Report

2.5 The Combined Authority's Head of Implementation on 11 January 2018 issued a letter to the Chief Highway Officers, included at **Appendix 1**, setting out the assistance required from partner councils to allow progress on the following key tasks to commence in parallel:

- Procurement of a single EVCP supplier / operator
- Site identification and preparation

Procurement of a single EVCP supplier / operator

2.6 The Combined Authority is leading the procurement tasks, including the procurement strategy and legal and technical documentation. The officer Project Board has nominated a single-point-of-contact in each partner council to assist with procurement.

2.7 An officer workshop was held on 20 February 2018 to inform the Technical Specification. Following this workshop, the Combined Authority's project manager will now complete the Technical Specification.

Site identification and preparation

2.8 The partner councils are leading the tasks for site identification and preparation. All of the partner councils have confirmed that this project is a priority for their area, that the nominated Officers have sufficient capacity, and that they expect to have sites sufficiently well prepared for inclusion in the tender documentation.

2.9 The partner councils have presented initial lists of possible charge point sites to the Project Board. Further work is required now by the partner councils to develop the priority sites in sufficient detail to form part of the tender documents. The target completion date for this task is 31 March 2018, to allow progression to achieve Tender Issue by June 2018, with Contract Award anticipated by September 2018.

Key Issues

2.10 Partner councils will need to consider:

- (i) The charging policy for parking at the EVCPs and impact on any existing parking policies. Currently policies vary across West Yorkshire.
- (ii) The annual amount to be paid by the Supplier to the Combined Authority and the Districts, either as a guaranteed minimum payment and/or profit share. This payment will be necessary to cover all Combined Authority and partner council operational costs such as contract management, and to offset any loss of parking revenue, as there is no revenue funding for this project.

3 Financial Implications

3.1 The approach taken to the key issues identified in paragraph 2.9 above could impact on future income for Combined Authority and the partner councils, and should aim to cover any operational costs, and to offset any loss of parking revenue.

4 Legal Implications

4.1 There are no legal implications directly arising from this report. Legal support is currently being provided by the Combined Authority and partner councils to progress relevant aspects of the project.

5 Staffing Implications

5.1 There are no further staffing implications directly arising from this report. Significant staff input continues to be required from the Combined Authority and the partner councils to complete project development, and all partners have confirmed that this will be made available.

5.2 For any peaks in workload or when specialist skills are required, the Combined Authority has appointed a Legal consultant, and will seek to appoint a multi-disciplinary technical consultant in a supporting role for the duration of the delivery stage.

6 External Consultees

6.1 The Project Manager is continuing to engage with potential suppliers, to ensure the procurement strategy facilitates development of a tender that captures both the Combined Authority and supplier expectations.

7 Recommendations

7.1 That the Investment Committee note the contents of the report.

8 Background Documents

None.

9 Appendices

9.1 Appendix 1 – Letter to Chief Highway Officers