

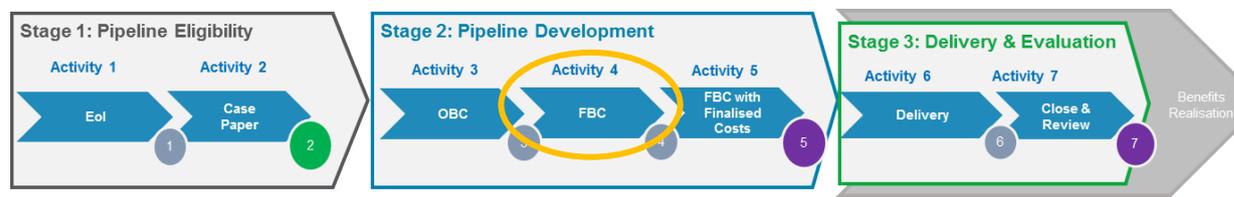
Section A: Scheme Summary

Name of Scheme:	Ultra-low Emission Vehicle (ULEV) Taxi Scheme
PMO Scheme Code:	DFT-ULEV-001
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Huw Oeppen
Lead Promoter Contact:	Mark Auger
Case Officer:	Chris Dunderdale
Applicable Funding Stream(s) – Grant or Loan:	Local Transport Plan (LTP)
Growth Fund Priority Area (if applicable):	N/A
Approvals to Date:	DP2 – June 2017
Forecasted Full Approval Date (Decision Point 5):	September 2018
Forecasted Completion Date (Decision Point 6):	31/03/2020
Total Scheme Cost (£):	Capital: £3.18 million plus private sector investment which is market dependent
Combined Authority Funding (£):	LTP – 1.2 million
Total other public sector investment (£):	Office for Low Emission Vehicles (OLEV) grant £1.98 million
Total other private sector investment (£):	Possible private sector contribution (market dependent), that would be required to deliver all 88 charge points. Revenue: Possible profit share (market dependent, to cover any operational costs).
Is this a standalone Project?	Yes
Is this a Programme?	No

Is this Project part of an agreed Programme?

Yes/No – if 'Yes', what is name of programme?

Current Assurance Process Activity:



Scheme Description:

The Secretary of State for Transport has awarded West Yorkshire Combined Authority a capital grant on 30 March 2017 to deliver its Ultra-low Emission Vehicle (ULEV) Taxi Infrastructure proposals, for the low uptake scenario. The Combined Authority is named as delivery lead, and financial accountable body for the Office for Low Emissions (OLEV) grant funding.

The OLEV grant is for 88 taxi only rapid charge point sites (more can be delivered if the maximum funding allocation allows), as follows:

- The £1.98 million OLEV grant is limited to 75% per site, and capped at £22,500 per site. Discussions can be held with OLEV on a site-by-site basis, if costs are greater.
- An approved allocation of £1.2 million Local Transport Plan (LTP) capital funding has been made as match funding.

In June 2017, the Combined Authority's Investment Committee approved:

- That the ULEV scheme proceeds through decision point 2 and that work commences on activity 5: (full business case with finalised costs)
- That approval to the total project value of £3.18 million be given, with ultimate approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs)
- That the development costs of £25,000 in order to progress the scheme to decision point 5 (full business case with finalised costs) from the OLEV grant be approved
- That the future approvals as decision point 5 are made through a delegation to the Combined Authority's Managing Director. This approval route will be subject to the scheme remaining within the tolerance outlined above.

Local Variation to the OLEV grant requirements

Initial market engagement has indicated that taxi-only charge points will not be an attractive proposition to the charge point supplier market. Also, the taxi-only charge points may not be used much at first, until more ULEV taxis are in operation. The Project Board has recommended providing two bays per site, such that two cars could charge at the same time, and one bay would be for taxis only. OLEV officers have agreed in writing that this is a sensible approach.

In January 2018, the Combined Authority's Investment Committee recommended that the Combined Authority's Managing Director approve the following:

- That the change request to the ULEV Taxi Scheme for additional development costs of £1.55 million is approved, to be funded from the LTP match funding taking the total development cost approval to £180,000.
- Future approvals are made in accordance with the approval pathway and approval route including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by to the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances.

This scheme has now progressed directly from decision point 2 to this full business case (activity 4). It is necessary to review the detailed procurement strategy, and the tolerances at this stage.

Business Case Summary:

Strategic Case

Taxis (hackney carriage and private hire vehicles (PHV)) in West Yorkshire are predominantly diesel cars or vans with an average vehicle age of 6.5 years. The majority of journeys are within town and city centres and therefore contribute to local air pollution issues.

This taxi scheme will support and help to promote low carbon, zero emission taxi and private hire operation across West Yorkshire through the required charging infrastructure. The inclusion of public charging bays increases the effectiveness of this scheme in improving air quality.

The Leeds City Region Strategic Economic Plan (SEP)

The Leeds City Region Strategic Economic Plan's vision for 'good growth' in our economy that includes the objective of creating quality places and environments. Unfortunately, West Yorkshire's urban areas have some of the highest levels of air pollution in the UK. Public Health England estimates that 1 in 20 deaths in West Yorkshire are attributable to air pollution. Road transport is the biggest contributor to air pollution and cars (including taxi and private hire vehicles) are the largest source of those emissions. This project aims to remove a key barrier to the uptake of Ultra-Low Emission Vehicles (ULEVs) in West Yorkshire, by providing 88 rapid EVCPs across West Yorkshire.

The West Yorkshire Transport Strategy

The West Yorkshire Transport Strategy supports delivery of the SEP objectives and recognises the role transport has to play in improving air quality and creating healthy places to live and work, and supporting a local carbon economy. Transport Strategy policy proposals include supporting uptake of Ultra Low Emission Vehicles (ULEV) including plug-in electric by creating a charge point network. This project can take a first step in providing a charge point network in West Yorkshire.

The West Yorkshire Low Emission Strategy (WYLES)

The West Yorkshire Low Emission Strategy – adopted by the Combined Authority in March 2017 – supports delivery of a low carbon and clean environment as stated in the SEP and Transport Strategy. It makes a series of recommendations and proposals on how local authorities will support reductions in transports contribution to poor air quality. WYLES proposals include delivery of a charge point network.

Commercial Case	<p>The Combined Authority has undertaken initial market engagement with the potential electric vehicle charging points (EVCP) suppliers / operators. This has indicated that this project is an attractive proposition, as long a public charging bays are included within the project scope.</p> <p>The Combined Authority has reviewed similar successful procurement exercises by other Local Authorities, including Tayside, Nottingham City Council and Transport for London.</p> <p>The level of capital contribution to the delivery costs, and revenue contribution to the operating costs from the suppliers / operators is market dependent, and remains a risk until proposals are received on response to a tender exercise</p>
Economic Case	<p>Department for Transport, WebTAG (transport scheme assessment) economic appraisal of the scheme is not considered to be a proportionate approach to option appraisal, given the scale and nature of this project.</p> <p>The preferred option was appraised by OLEV as part of their decision to award the grant funding. The bid was supported by the following feasibility studies:</p> <ul style="list-style-type: none"> • The 'ULEV Taxi Scheme Feasibility Study' by the Energy Savings Trust dated 1 March 2016 (appendix B) • 'EV Rapid and Fast Charge Feasibility Study' by Zero Carbon Futures, dated 7 December 2016.
Financial Case	<p>The total scheme value £3.18 million plus private sector investment which is market dependent.</p> <p>There is no revenue funding from OLEV or the Combined Authority. The procurement strategy will seek additional capital and revenue funding from the EVCP Supplier, to cover any operational costs for the Combined Authority or our partner councils.</p>
Management Case	<p>The West Yorkshire Chief Highways Officers have each nominated a lead member of the Project Board. It will be necessary to seek further partner council resources, in order to deliver this project.</p>