

**Board/Committee Paper Checklist and Sign-Off Sheet
(to be removed by Governance Team before publication)**

Version Control

Version	Date	Brief Summary of Changes	Author
1	03/03/2022	First draft – circulated to CB	George Lee
2	07/03/2022	CB amendments, circulated to SS, CH, MT, SA	Colin Blackburn
3	09/03/22	SS amendment and circulated to GS, MS	Colin Blackburn
4	14/03/22	MS amendments and sign off	Molly Axelby

No	Description	Yes/No
1	Have you checked that the document is accessible using the Microsoft “Check Accessibility” tool and used Plain English throughout the whole document? (Please refer to the Accessibility and Plain English Guidance document on the intranet.)	Yes
2	Have all partners been consulted and their input into the paper recorded on the ‘Version Tracking’ table above?	
a	If there are any Policy implications arising from this report, have you consulted appropriately with the Policy Team?	N/A
b	If there are any HR implications arising from this report, have you consulted appropriately with the HR Department?	N/A
c	If there are any Legal implications arising from this report, have you consulted appropriately with the Legal Department?	Yes
d	If there are any Financial/Procurement/PPU implications arising from this report, have you consulted appropriately with the Finance and/or PPU team?	Yes
e	If there are any ICT implications arising from this report, have you consulted appropriately with the ICT Team?	N/A
f	If there are any implications arising from this report relating communications or marketing, have you consulted with the Communications and Marketing team?	Yes
g	If you have consulted with any other team to discuss potential implications, please write the name(s) of the team(s) in the box below: Tim Taylor, Pat Beijer	
4	Have you completed an Equality Impact Assessment (EIA)?	No

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|---|--|-----|
| 5 | Have you included the completed EIA pro-forma as an appendix to the Board/Committee paper? | No |
| 6 | Have you completed a Climate Emergency Impact Assessment? | No |
| 7 | Have you included the completed Climate Emergency Impact Assessment as an appendix to the Board/Committee Paper? | No |
| 8 | Are all fields on the board paper complete, including annotating sections that are not applicable with 'n/a'? | Yes |

Overview and Scrutiny Committee

23 March 2022

South Yorkshire Electric Vehicle Chargepoint Programme

Is the paper exempt from the press and public? No

Reason why exempt: Not applicable

Purpose of this report: Discussion

Is this a Key Decision? No

Has it been included on the Forward Plan? No

Director Approving Submission of the Report:

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Executive Summary

To provide an update on progress in developing the South Yorkshire Electric Vehicle Chargepoint Programme in response to matters raised by Overview and Scrutiny Committee.

What does this mean for businesses, people and places in South Yorkshire?

The programme is a key part of the net zero agenda, encouraging more people to transition to electric vehicles, reducing air pollution and carbon emissions and helping to decarbonise the South Yorkshire economy.

Recommendations

The Board is asked to:

- note the existing Electric Vehicle Chargepoint infrastructure provision in South Yorkshire outlined in this report.
- note the progress in developing and delivering the South Yorkshire Electric Vehicle Chargepoint Programme to enhance provision across South Yorkshire.

Consideration by any other Board, Committee, Assurance or Advisory Panel

Housing and Infrastructure Board

13 September 2021

1 Background

- 1.1 The Mayoral Combined Authority was successful in securing £1.85m from the Government's Get Building Fund in 2020 for the purchase and installation of electric vehicle charging points (EVCP) and associated infrastructure for use by battery-powered electric vehicles across South Yorkshire.
- 1.2 The MCA has worked in partnership with the four South Yorkshire Local Authorities and the South Yorkshire Public Transport Executive, to develop an initial programme focused on public car parks. This focus was to enable early delivery (as land was in the ownership of Local Authorities) and to support wider public transport and active travel strategic policy ambitions set out in the Strategic Economic Plan and Connectivity Strategy; and the net zero and energy plans set out in the Net Zero Framework and Energy Strategy.
- 1.3 The programme will also support the national agenda to transition to low and zero emission vehicles set out in the Government's Road to Zero Strategy, as part of enabling the phasing out of petrol and diesel passenger and light goods vehicles.
- 1.4 Following the development and funding approval of the business case by the MCA, an open procurement process was undertaken and a preferred supplier has been selected. The contract with the Supplier is to design and install the EVCPs, and operate and maintain them over the next five years.

2 Key Issues

- 2.1 Four key issues set out below have been raised by this Board, which are addressed in this report:
 - What are the plans/vision for EVCP infrastructure in South Yorkshire?
 - How will the MCA finance these plans/vision?
 - What does the EVCP infrastructure look like in South Yorkshire currently?
 - How does this compare with the rest of the country?

What are the plans/vision for EVCP infrastructure in South Yorkshire?

- 2.2 The uptake of electric vehicles relies on there being sufficient infrastructure in place. The MCA Energy Strategy has a stated ambition to '*accelerate the transition to ultra-low emission vehicles (ULEVs) and transport systems through modal shift and supporting infrastructure*'. The MCA Net Zero Work Programme actions includes '*support equality of access to charging infrastructure for homes without dedicated off-street parking*'.
- 2.3 The EVCP Programme seeks to provide publicly accessible EVCPs in locations convenient for commuters, shoppers and leisure users linking with the wider ambitions for encouraging greater public transport use and active travel, at least for part of journeys. This is particularly important for the 165,000¹ households in South Yorkshire that do not have access to off-street parking at home.
- 2.4 The procurement of a single Supplier is providing a single consistent product, and operational and maintenance approach across the MCA/SYPTE and four Local Authority owned car parks. This has enabled the programme to benefit from economies of scale and will assist both shared learning across partners of EVCP installation and delivery and maintain a strategic approach to expansion of the programme.
- 2.5 An initial list of priority public car park and central locations agreed with partners has been provided to the Supplier who is currently assessing and modelling these for final costings and delivery. Subject to any changes following this work, the initial £1.85m funding could provide up to 140 EVCP devices, providing up to 280 EVCP connections.
- 2.6. However, the contract allows the programme to be scaled-up should further funding become available. The above outputs are therefore being considered as Phase one of the Programme, and the MCA Executive and partners are already exploring options to prepare, apply for, and secure additional funding to expand the programme. The currently known additional funding options are noted in the section below.

How will the MCA finance these plans/vision?

- 2.7 The MCA secured £1.85m to fund the initial phase of the programme, and deliver the initial proposed outputs set out in the section above. Some additional funding (to be confirmed) is also being proposed by the Transport Operations Team to increase outputs on some car parks, funded from the City Region Sustainable Transport Settlement. Local Authorities are similarly considering whether further funding could be available to support the provision of additional chargepoints on some of their car parks in this first phase.
- 2.8 To date Local Authority led schemes have been supported with Government grant funding, either via the Joint Air Quality Unit (JAQU) Clean Air Grant programme or through the Office for Zero Emission Vehicles (OZEV) On-street Residential

¹ Field Dynamics www.onstreetcharging.acceleratedinsightplatform.com

Chargepoint Scheme (ORCS) funding. Currently Barnsley MBC has applied for this funding, which requires 25% match funding, but consideration is now being given to seeking to secure further ORCS funding.

- 2.9 It is expected that Government will publish its Electric Vehicle Infrastructure Strategy in Summer 2022 and this is likely to be accompanied by additional funding in the form of the Local Electric Vehicle Infrastructure (LEVI) grant scheme. However, no further information is available on this funding stream at the present time.

What does the EVCP infrastructure look like in South Yorkshire currently and how does this compare with the rest of the country?

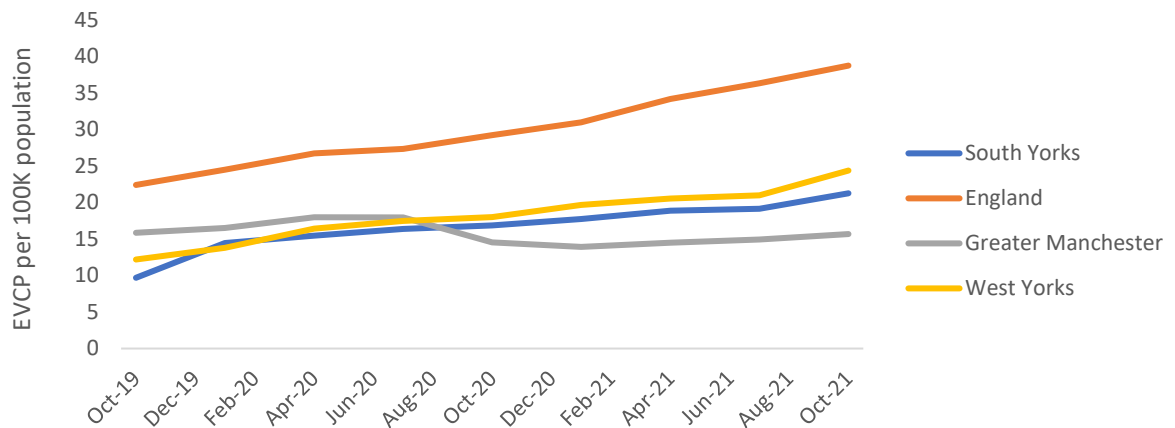
- 2.10 Sub-national EVCP provision is generally measured using Department for Transport (DfT) Electric Vehicle Charging Device Statistics as the data is updated quarterly and available free of charge. According to DfT figures (October 2021), South Yorkshire has less public EV charging infrastructure than the national average with 21 chargepoints per 100,000 population against a national average of 39.
- 2.11 Although lagging behind the national average, in terms of neighbouring MCA areas, South Yorkshire measures higher per capita than Greater Manchester and is comparable to West Yorkshire, although far behind Inner London as indicated in the table below.

Area	Population	Devices	Rapid	Non-Rapid	EVCP per 100K population	Rapid per 100K population
England	56,550,138	21,925	4,058	17,867	38.8	7.2
Inner London	3,660,232	4,943	311	4,632	135.0	8.5
England (exc. IL)	52,889,906	16,982	3,747	13,235	32.1	7.1
Greater Manchester	2,848,286	447	101	346	15.7	3.5
West Yorkshire	2,345,235	572	193	379	24.4	8.2
South Yorkshire	1,415,054	301	91	210	21.3	6.4
Barnsley	248,071	45	7	38	18.1	2.8
Doncaster	312,785	57	18	39	18.2	5.8
Rotherham	264,984	69	28	41	26.0	10.6
Sheffield	589,214	130	38	92	22.1	6.4

Source: Department for Transport, Electric Vehicle Charging Device Statistics, Oct 2021

Note: Non-Rapid = 1-49 kW; Rapid = 50 kW+

- 2.12 These figures include both public sector chargepoints and privately owned public chargepoints. The national average is skewed significantly by areas in the South East where provision is greater than cities in the North. Removing Inner London puts the national average at 32 EVCPs per 100,000 people. However, an issue with the data is that it only counts devices and not connectors, so chargers with a single or a double connection both count as one device.
- 2.13 As shown below, investment in EVCPs in South Yorkshire has grown consistently over time but has not kept pace with the national average, meaning the gap is growing.



Source: Department for Transport, Electric Vehicle Charging Device Statistics, Oct 2021

2.14 The South Yorkshire EVCP programme will address this in the short-term but further investment will be required to significantly close the EVCP infrastructure gap in relation to the England average.

3 Consultation on proposal

3.1 The current project has involved extensive engagement with Local Authority partners and SYPTE to develop the project approach and procurement strategy and this will continue with further development of the EVCP programme.

4 Timetable and accountability for implementing this decision

4.1 The agreed timeframe for the current contract will be 5 years from 2022/23 to 2026/27, and the MCA Executive will continue to work closely with partners to ensure maximum benefit from the contracted supplier.

5 Financial and Procurement Implications and Advice

5.1 The current phase of programme delivery will cost £1.85M and this is funded from the Government's Get Building Fund. Any expansion of the programme will need to identify alternative additional sources of funding.

6 Legal implications and advice

6.1 The programme will be delivered by the supplier, with contracts in place with each of the partner authorities. There are also funding agreements between the MCA and the local authorities for the Get Building Funding.

7 Human Resources implications and advice

7.1 None identified.

8 Equality and Diversity Implications and Advice

- 8.1 Equality of different users will be considered and built into the design and operation of the EVCP infrastructure in alignment with DfT's Inclusive Mobility guidance.

9 Climate Change Implications and Advice

- 9.1 Increasing EVCP infrastructure will help encourage switching from conventional diesel and petrol engine vehicles to electric vehicles and therefore reducing carbon emissions associated with transport in the region. However, the electricity required to charge vehicles will still create emissions as electricity generation nationally still relies mainly on fossil fuels.
- 9.2 Through its locational priorities the EVCP Programme will also help promote active travel and public transport use.

10 Information and Communication Technology Implications and Advice

- 10.1 None as a direct result of this report.

11 Communications and Marketing implications and advice

- 11.1 There will be opportunities to publicise the EVCP installations in various locations as the EVCP Programme is delivered.

12 List of appendices included

None

13 Background papers

None