



18 FEBRUARY 2021

ULTRA LOW EMISSION VEHICLES (ULEV) UPDATE

REPORT OF CARDIFF CAPITAL REGION DIRECTOR

AGENDA ITEM 5

Reason for Report

1. To update Members on the progress made to date on delivering the 2020/21 ULEV programme, funded by Welsh Government's ULEV Transformation Fund 2020/21 to help deliver ULEV infrastructure and provide incentives for early take up of ULEVs.
2. To ask Members to note the progress made.
3. To reiterate the importance of a regional approach to delivering ULEV initiatives, to ensure a regional solution for managing charging infrastructure and delivering incentives to assist WG in encouraging taxi operators to transition to zero emission vehicles by their target date of 2028.

Background

4. As advised in my report to this meeting on 26th November 2020, WG awarded Merthyr Tydfil County Borough Council up to £1.296m in response to a regional bid submitted to deliver schemes within the ULEV Transformation proposal identified through the RTA. This is a one-year investment fund at this stage and all works need to be completed by 31st March 2021.
5. The funding being made available is to assist the Welsh Government transform the network to ULEV and help them reach their targets of zero emissions from buses and taxis by 2028. The Grant award specifically states that the purpose of the funding is for the following:-

| | | |
|--------------------------|---|------------|
| Taxi ULEV Infrastructure | Rapid chargers for taxis to include grid reinforcement costs, project management, research, strategy and planning of the installation, health and safety and auditing | £1,040,000 |
| Bus ULEV Infrastructure | Bus ULEV Infrastructure – partial award is based on 1 bus charge | £100k |

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|---|--|-------|
| | point at Merthyr Tydfil Bus station and passive provision (ducting or cabling) for additional bus charging. | |
| Transport Hub ULEV Infrastructure WeITAG 2/3 | WeITAG 2/3 for a programme to cover all 27 transport hubs that have been identified that could facilitate a range of ULEV infrastructure for various modes of transport. | £100k |
| EV Roadshow with Drive and Ride Opportunities | 10 Trade engagement event including ride and drives and newsletters | £56k |

6. Merthyr Tydfil County Borough Council is the lead authority and is managing the ULEV Transformation Fund element with the RTA providing leadership and overall management of the project.
7. Merthyr Tydfil County Borough Council is responsible for reporting quarterly to WG on the LTF spend.

Progress to Date

8. WSP Consultancy was contracted to deliver the ULEV project which has been funded by the grant. The work carried out to date includes:-
 - **ULEV – Provision of Taxi Infrastructure**
34 chargers at 31 sites were identified by the Local Authorities and form the basis of a tender awarded to SWARCO on 2nd February 2021. The project will be delivered over a 5-month period where it is envisaged that the infrastructure will be completed by the end June 2021. The award of contract also included a Concession agreement with SWARCO to maintain and manage the chargers for 5 years with an additional 1+1+1 option. A return on investment has agreed under a profit share that increases over the period of the contract.
 - **ULEV – Provision of Taxis for ‘Try Before You Buy Scheme’ - 3 Year Pilot Project**
WG has awarded LTF ULEV fund to purchase 44 wheel chair accessible 100% electric vehicles to operate a try before you buy scheme over the next 3 years. 34 of the taxis are to be purchased by end of March 2021. Whilst this is very aspirational to achieve, work is ongoing to maximise the opportunity.
As part of the grant award, a Management company will be procured to manage delivery of the try before you buy scheme in 2021/22.
Cardiff Council are currently investigating a Lease Hire Scheme which could potentially expand to the Region longer term (funded by WG’s Clean Air Fund), and both of these programmes will closely align.

Taxi Webinar

Whilst this was reported at the meeting on 26th November 2020, the timescale has slipped to March 2021. The webinar will focus on the following:-

Target audience: Taxi companies, Operators, Suppliers, Service centres, Owner/operators

Impact on the Taxi Community: - incentives and cost savings; Increased taxes on fuel and road fund licence; introduction of Ultra-Low Emission (charge) Zones

Myth busting: EV range, reliability, maintenance, finance, insurance
Barriers: EV availability, affordability, practicality (range and size); Charging: home, work, rapid roadside

The art of the possible: what is out there and what could work

- **ULEV – Provision of Public Use Charging Infrastructure**
112 sites have been identified throughout the region, and costed for on street / car parks / transport hubs. A bid has been submitted to WG ULEV fund to deliver in 2021/22 and is the subject of a further report to this meeting.
- **ULEV – Provision of Bus Use Charging Infrastructure**
15 sites have been identified throughout the region and costed at transport hubs. The bid submitted to WG has also included for this delivery in 2021/22.

Opportunities and Delegation Request

9. In 2020/21 many opportunities for additional schemes and funding related to Metro Plus ULEV projects have arisen which would have benefitted from a portion of match funding. The ability to match fund, offers a better chance of any bids being successful.
10. Therefore, support is being sought from Members to request Regional Cabinet to make a budget available from the IIF allocation to the value of £3m to enable the CCR to maximise any transport related opportunities from both other public bodies and private investors. (Often decisions to match fund need to be taken quickly and outside of timescales that make it feasible to present to either RTA or Regional Cabinet to meet deadlines.)
11. A further request is made to give delegation to the City Deal Programme Director in consultation with the Chair of the RTA (or in his absence the Vice Chair of the RTA) and the Accountable Body S151 Officer, to authorise any commitment and spend from any agreed budget.

Delegation Used

12. Following the tender of the taxi infrastructure ULEV programme, it became apparent from all bidders that the programme would need a 5-month timeframe and therefore would cut across 2 financial years. To enable the programme to be delivered, a further £750k would be required from the WG LTF ULEV Transformation fund. However, whilst WG officers were supportive of the bid, the funding could not be spent until the new financial year and submissions for the next financial year had not yet been submitted and therefore no formal approvals given. A bid for the 2021/22 LTF ULEV Transformation has now been submitted to accommodate this request. However, to award the contract, the accountable body needed comfort that the funding package is in place. As the ULEV Programme forms part of the Metro Plus project, and to enable the contract to be awarded (to ensure spend of the £750k for this financial year), in accordance with

the requirements within the Common Assessment Framework (CAF), the City Deal Director has used her delegations to underwrite the £750k spend in 2021/22 until the decision I made by WG for the next year's funding allocation. Should this funding not be awarded through WG's LTF ULEV Transformation fund, the £750k would need to be funded from the Metro Plus Phase 1 programme. This decision was taken in accordance with the delegations agreed by Regional Cabinet on 12th September 2019. This update reflects the requirement within the delegation for the City Deal Director to report any decisions made to the next RTA meeting following the decision.

13. An update on further progress will be brought to the next meeting of this Board.

Local Member consultation (where appropriate)

14. All Members would have been consulted through their local mechanisms for local project approval and support. This report is part of a series of updates on programme activity, whereby regional engagement will take place.

Reason for Recommendations

15. To offer Members an update on the progress of the delivery of the Programme where WG's ULEV Transformation Fund is being utilised to the sum of £1.296m in this financial year.
16. To advise Members on the progress made on discussions with WG to deliver a 'try before you buy' incentivised scheme.
17. To comply with the requirements of the approval of delegation as agreed by Regional Cabinet at its meeting on 12th September 2019.

Financial Implications

18. The report highlights progress on the successful grant bid by CCR as part of the Welsh Government's ULEV Transformation Fund in 2020/21. Any expenditure in respect to this grant and bids for future grant should be in accordance with the terms and conditions and timescales of those grants.
19. Any additional costs identified in delivering the scheme proposed will be met from bids for additional grant and in the event that this is not successful, from the existing wider investment fund allocations to support transport projects.
20. Where there are ongoing costs of managing installed infrastructure, these will need to be met as part of any initial contracts and subsequently by any respective local authorities where the infrastructure is located. Any costs of managing the try before you buy scheme during the three year period and any subsequent decision to extend this period will need to be met from existing Wider Investment Fund Revenue resources. Regular reports should be considered by RTA on the progress of the pilot and use of the infrastructure installed, to inform future projects. This will need to include a strategy for the use of vehicles at the end of the pilot exercise.
21. The Welsh Government grant application assessment process does provide greater weighting to projects which are match funded. The report highlights that

a request will be made to Regional Cabinet to allocate £3m from the Wider Investment Fund to support future bids. Any such approvals will need to continue to be supported by a business case, be in line with CCR objectives and have regard to lessons learned from projects currently proposed.

Legal Implications

22. This report updates members on the progress to date, and asks them to note the use of the delegation previously granted to the Regional Director by CCRTA at a meeting on 1st August 2020.
23. There are no other legal implications for this report.

Well-being of Future Generations (Wales) Act 2015

24. In developing the Plan and in considering its endorsement regard should be had, amongst other matters, to:
 1. the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards;
 2. public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: a. age; b. gender reassignment; c. sex; d. race – including ethnic or national origin, colour or nationality; e. disability; f. pregnancy and maternity; g. marriage and civil partnership; h. sexual orientation; i. religion or belief – including lack of belief, and;
 3. the Well-being of Future Generations (Wales) Act 2015. The Well-being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the CCRCD) must set and published wellbeing objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national wellbeing goals. When exercising its functions, the CCRTA should consider how the proposed decision will contribute towards meeting the wellbeing objectives set by each Council and in so doing achieve the national wellbeing goals. The wellbeing duty also requires the Councils to act in accordance with a 'sustainable development principle'. This principle requires the Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
25. Put simply, this means that CCRTA must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, CCRTA must:

- look to the long term;
- focus on prevention by understanding the root causes of problems;
- deliver an integrated approach to achieving the 7 national well-being goals;
- work in collaboration with others to find shared sustainable solutions;
- involve people from all sections of the community in the decisions which affect them.

26. CCRTA must be satisfied that the proposed decision accords with the principles above. To assist CCRTA to consider the duties under the Act in respect of the decision sought, an assessment has been undertaken, which is attached at Appendix 1.

Equality Act 2010

27. In considering this matter, regard should be had, amongst other matters, to the Councils' duties under the Equality Act 2010. Pursuant to these legal duties the CCRTA must in making decisions have due regard to the need to (1) eliminate unlawful discrimination (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are:

- age;
- gender reassignment;
- sex;
- race – including ethnic or national origin, colour or nationality;
- disability;
- pregnancy and maternity;
- marriage and civil partnership;
- sexual orientation;
- religion or belief – including lack of belief.

Recommendations

28. It is recommended that:

- (1) Members note the progress made on this project to deliver ULEV infrastructure to assist with the delivery of the ULEV Transformation as identified within this report;
- (2) Members note the delegation used in accordance with the approval.

Kellie Beirne
Director, Cardiff Capital Region
18 February 2021

Appendix 1 Well-being of Future Generations Assessment

Future Generations Assessment Evaluation

(includes Equalities and Sustainability Impact Assessments)

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| <p>Name of the Officer completing the evaluation:</p> <p>Clare Cameron</p> <p>Phone no: 07976 708539 E-mail: clare.cameron@cardiff.gov.uk</p> | <p>Please give a brief description of the aims of the proposal</p> <p>To provide members with an update on the ULEV Transformation fund from Welsh Government for funding the delivery of ULEV infrastructure in 2020/21.</p> |
| <p>Proposal: Ultra Low Emission Vehicles (ULEV) Transformation Fund Update</p> | <p>Date Future Generations Evaluation form completed: 18 February 2021</p> |

1. **Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

| Well Being Goal | Does the proposal contribute to this goal? Describe the positive and negative impacts. | What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts? |
|--|--|--|
| <p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p> | <p>The ULEV Transformation Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme.</p> <p>EVs have lower operating costs than conventionally fueled vehicles, reducing expenditure for taxi drivers. Financial support could help offset the increased capital cost of EVs.</p> <p>For most taxi drivers, switching to a ULEV reduces total cost of ownership (TCO).</p> <p>In particular, the programme will greatly assist in providing the right infrastructure to improve</p> | <p>Proposals to improve progress against ULEV projects currently in progress are set out in the report. This report does not seek to simply report progress but to address the actions needed to drive it.</p> |

| Well Being Goal | Does the proposal contribute to this goal? Describe the positive and negative impacts. | What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts? |
|--|---|---|
| | connectivity by means of good transport infrastructure. | |
| <p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p> | <p>Adoption of EVs will help to improve air quality, reduce noise pollution, particularly in cities and built up areas, and improve biodiversity in the region.</p> <p>The development of new transport schemes which can utilise new technologies such as electric charging points and electric vehicles within its operation and design will also allow formation of new industries to supply these services. The report prepared by Cenex demonstrates the need for a Programme of Electric Vehicle Infrastructure and has proposed the level of infrastructure likely to be required up to 2030. The delivery of this programme will seek to expand on this provision for the region as a whole, which will help combat climate change.</p> | <p>This activity will be driven up in future. In addition, as physical infrastructure schemes enter delivery, more comprehensive assessments will need to be carried out in full.</p> |
| <p>A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood</p> | <p>EVs reduce emissions which cause poor air quality, improving health outcomes for everyone in the CCR leading to cost savings across a range of health service provisions.</p> <p>Plug-in vehicles have zero tailpipe NOx and PM emissions when run in electric mode and therefore has a large positive impact on a healthier Wales.</p> <p>There can also be economic benefits for the region from growing new technologies and the new businesses that provide the infrastructure.</p> | |

| Well Being Goal | Does the proposal contribute to this goal? Describe the positive and negative impacts. | What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts? |
|--|---|--|
| | CCR is working with bus operators to provide better infrastructure that improves reliability and working in partnership to encourage operators to invest in newer buses, electric vehicles, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision. | |
| A Wales of cohesive communities Communities are attractive, viable, safe and well connected | <p>Taxi services connect communities that may not be served by public transport. EV buses, community transport and taxis will help ensure services remain viable despite increasingly strict emissions regulations.</p> <p>The programme will greatly assist in providing infrastructure to improve air quality by enabling the public and private sectors to access charging points throughout the region, giving them more confidence to invest in electric vehicles.</p> | A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments. |
| A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing | <p>Reducing GHG emissions will help Wales play its part in tackling climate change and reducing negative impacts around the world. EVs reduce overall GHG emissions, even when emission from electricity generation are included and therefore has a positive impact on climate change.</p> <p>At low speeds, EVs are much quieter than petrol or diesel vehicles and idling noise is eliminated.</p> <p>The ULEV Transformation Programmes will sustain new connections, share good practice</p> | Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth. |

| Well Being Goal | Does the proposal contribute to this goal? Describe the positive and negative impacts. | What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts? |
|---|---|--|
| | and secure propositions and deals that support economic growth. | |
| <p>A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p> | <p>Providing new and improved sustainable transport infrastructure across the Region will help increase the sustainable means of access to sport and recreation.</p> <p>All signage will be bilingual.</p> <p>Where each individual scheme has an effect on the landscape and historic environment, sympathetic solutions will be sought to ensure that there is no/minimal negative impact.</p> | |
| <p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p> | <p>The RTA is about delivering across 10 LAs and a population of 1.5m people.</p> <p>The Programme will support a more productive economy through an increase in new technologies, allowing for individuals, households, the public sector and businesses to grasp new opportunities, from more sustainable and clean transport provided by new and improved transport options.</p> <p>Increasing ULEV taxi uptake will increase public experience of the technology and may increase wider ULEV uptake.</p> <p>Transport improvements throughout the South East Wales region will help increase the skills base of the labour market, through providing means of access to new educational, employment, healthcare and training opportunities.</p> | |

2. How has your proposal embedded and prioritized the sustainable governance principles in its development?

| Sustainable Development Principle | Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why. | Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts? |
|---|---|---|
|  <p>Balancing short term need with long term and planning for the future</p> | <p>The ULEV Programme assists Government with delivering on the four Grand Challenges within the UK Industrial Strategy - Future of Mobility; Artificial Intelligence and Big Data; Clean Growth and Meeting the Needs of an Ageing Society.</p> <p>Being a programme that is focused on the provision of ULEVs, it helps in particular to achieve the goals of a 'globally responsible Wales', 'A Wales of cohesive communities', 'a healthier Wales' and 'a prosperous Wales'.</p> <p>The ULEV Programme will provide increase network capacity, providing new and improved transport facilities, increasing capacity at interchanges across the rail network along with providing new capacity along transport corridors.</p> <p>In developing the programme long terms trends have been analysed to provide for electric powered vehicles, what type of provision is required and the operating model for implementation.</p> | |

| Sustainable Development Principle | Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why. | Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts? |
|--|---|--|
|  <p>Working together with other partners to deliver objectives</p> | <p>The ULEV Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC and Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme.</p> <p>EV Charging is supported by WG and work has been undertaken by Cenex to assess the demand up to 2030.</p> | <p>Public consultation will take place through the WeITAG process as each scheme develops through the WeITAG stages.</p> |
|  <p>Involving those with an interest and seeking their views</p> | <p>The ULEV Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC and Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme.</p> <p>Cenex were commissioned to consider EV Charging to assess likely demand up to 2030.</p> | <p>More needs to be done to develop engagement platforms – beyond formal partnerships – to reach communities, hard to reach groups and those who currently have a limited understanding of City Deal. Improving social media, web presence and marketing materials will increasingly make a contribution to this.</p> <p>The RTA will ensure that all partners are included whilst delivering the Programme.</p> |
|  <p>Putting resources into preventing problems occurring or getting worse</p> | <p>The ULEV Programme is designed to prevent further environmental damage from transport through the promotion and development of a sustainable transport network.</p> | <p>This will be an increasing focus of scheme and programme delivery.</p> |

| Sustainable Development Principle | Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why. | Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts? |
|---|--|---|
|  <p>Considering impact on all wellbeing goals together and on other bodies</p> | <p>The ULEV Programme has been developed with consideration to a wide range of contextual factors. Strategic fit of the programme has been considered along with a number of other wider issues such as carbon reduction.</p> <p>In terms of the programme impact on local authority wellbeing goals, a positive impact can be seen.</p> | |

3. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below.

| Protected Characteristics | Describe any positive impacts your proposal has on the protected characteristic | Describe any negative impacts your proposal has on the protected characteristic | What has been/will be done to mitigate any negative impacts or better contribute to positive impacts? |
|-------------------------------|---|---|---|
| Age | The ULEV Programme will help to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities for all characteristics as all infrastructure included within the projects will be designed in accordance with current inclusive design. | None arising at this time. | |
| Disability | As above | As above | |
| Gender reassignment | As above | As above | |
| Marriage or civil partnership | As above | As above | |
| Pregnancy or maternity | As above | | |

| Protected Characteristics | Describe any positive impacts your proposal has on the protected characteristic | Describe any negative impacts your proposal has on the protected characteristic | What has been/will be done to mitigate any negative impacts or better contribute to positive impacts? |
|----------------------------------|--|--|--|
| Race | As above | | |
| Religion or Belief | As above | | |
| Sex | As above | | |
| Sexual Orientation | As above | | |
| Welsh Language | As above | Not at this time but the situation will be kept under review. | |

4. Safeguarding & Corporate Parenting. Are your proposals going to affect either of these responsibilities?

| | Describe any positive impacts your proposal has on safeguarding and corporate parenting | Describe any negative impacts your proposal has on safeguarding and corporate parenting | What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts? |
|---------------------|--|--|---|
| Safeguarding | Not directly relevant –however, building the future economy should have a profoundly positive impact on ability to safeguard the future of our residents | | |
| Corporate Parenting | Not directly relevant – however building strength in the economy should create opportunities for all of the young people entrusted in our care | | |

5. What evidence and data has informed the development of your proposal?

- Evidence and input contributed by theme leads
- Outcomes of assessments such as audit reports
- Delivery against targets set out in individual business cases/ approved project documentation

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The areas requiring attention and focus are set out and follow-up actions will be assessed and monitored ongoing through the quarterly reporting mechanism.

7. MONITORING: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this project will be evaluated on:

Delivery of schemes