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**EVALUATION OF THE ERDF FUNDED DEVON AND EXETER LOW-CARBON
ENERGY AND TRANSPORT TECHNOLOGY INNOVATOR (DELETTI) PROJECT**

FINAL Summative Assessment Report from PFA Research Ltd

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1 Executive Summary

1.1 Introduction

The Devon and Exeter Low-carbon Energy and Transport Technology Innovator (DELETTI) project is funded by ERDF and is a partnership led by Devon County Council with East Devon District Council, North Devon District Council, South West Devon Council, and Teignbridge District Council and exit strategy activities also including South Somerset District Council, Mid-Devon District Council, Torbay Council, and Kanton Parish Council.

The project aim is to demonstrate the creation of a low carbon energy network powering buildings and transport by:

- accelerating the uptake of ULEVs through providing additional and improved chargepoint infrastructure
- installing solar carports and energy storage on already-developed land to deliver low carbon chargepoints and buildings
- delivering an Exit Strategy to stimulate further investment in solar carports, chargepoints and engagement with the community energy sector
- working in partnership with Energy Saving Trust to ensure maximum take up of their Department for Transport funded ULEV Review service

The original contracted output targets are:

Table 1 – Contracted Output Targets

Indicator		Target
C30	Additional capacity for renewable energy production	0.67 MWp
C32	Decrease of annual primary energy consumption of public buildings	155,520 kWh
C34	Estimated annual decrease of GHG	334.5 tonnes

PFA Research, an independent research company, was appointed to undertake a summative assessment through the collation of data and compilation of the Summative Assessment report.

The objectives of the Summative Assessment are:

- Demonstrate the relevance and consistency, progress, delivery and management, impacts and value for money (including the effectiveness of the programme's design and delivery processes)
- Evaluate progress towards achieving the project's outputs
- Evaluate progress towards achieving the project's impacts
- Identify, collate and summarise lessons learned to inform relevant future delivery and best practice for future low carbon projects, help to disseminate the findings
- Produce a final report consistent with the Programme Evaluation report summary template

1.2 Brief methodology statement

The research methodology for the final summative assessment comprised:

- Background review and desk analysis
- 5 telephone interviews with the Deletti delivery team
- 10 telephone interviews with stakeholders
- Analysis of data collected and report writing

1.3 Findings

The key findings from the report have been summarised below.

1.3.1 Context and relevance

The Deletti project is contributing to the following policy and strategy areas:

- UK Climate Change Act 2008
- UK 2030 petrol and diesel ban (new conventional petrol and diesel cars and vans will be banned from sale in the UK from 2030)
- The Department for Transport Electric Vehicle Infrastructure Strategy
- Devon Carbon Plan
- Devon County Council's Electric Vehicle Charging Position Statement
- Devon Transport Infrastructure Plan
- Devon County Council Climate Change Strategy
- Devon County Council Devon EV Strategy

The Devon EV surveys, conducted by WSP for Devon County Council, have revealed that the primary obstacles to owning an EV are cost and the availability of charge points. There is a growing demand for on-street and rapid charge points across Devon, and installing them is one of the most effective ways to increase EV adoption. As a result, the Deletti project is making a direct contribution to increasing EV uptake by providing charge points.

Respondents in the survey highlighted location as the most critical factor for charge points, and the Deletti project has enabled the installation of charge points in locations throughout Devon.

In order to assess the context and relevance of the project, the delivery team and stakeholders were asked about whether the Deletti project was still relevant and delivers an important service. The delivery team were all in agreement that it is still relevant and topics such as the electrification of travel, people noticing the project through the chargepoints and media coverage were discussed. The stakeholders had mixed feelings with some being unable to comment and others giving positive feedback about the relevance and importance of the project. Two stakeholders felt that the ERDF funding was important and another stakeholder agreed that the project was still relevant but questioned the delivery role of Devon County Council.

In order to fully understand the background to the project and to accurately assess project progress and achievements, it is important to consider whether there have been changes in context during the delivery of the project. The delivery team and stakeholders noted events and changes such as the UK 2030 petrol and diesel ban, the impacts of Covid, the energy crisis induced by the Ukraine war, the EV market changing from fast to rapid charging and

how some of the district councils have declared a climate emergency and have now written EV strategies.

1.3.2 Project delivery and management

The delivery team and stakeholders were asked whether the project was well managed with appropriate governance and management structures in place. The delivery team were in agreement that the project has been well managed and it was felt that having a Board drawn from across Devon County Council and regular progress updates were positive attributes. However, one person felt that the overall governance could have been improved, citing a need for the Board to be more decisive. Another team member was very complimentary about the Project Director but felt that some of the partner interaction had been difficult or slow.

The stakeholders gave mixed feedback, with some feeling that the partnership worked well but several stakeholders felt unable to comment and one person was negative about the changes in personnel.

1.3.3 Project progress and achievements

The following table is a spend and output table for the project; showing the targets, performance to date (as of June 2023 including spend pending approval) and an overall RAG assessment.

Table 2 – Performance to date (June 2023) and forecast performance at end of project

Indicator	Target ¹	Performance to date	Performance to date % of target	Forecast performance at end of project	Forecast % at end of project
Total Capital Expenditure	£195,714.45	£85,659	44%	£125,099	64%
Total Revenue Expenditure	£27,141.63	£14,634	54%	£25,463	94%
C34: Estimated annual decrease of GHG	94.1 ²	90.3	96%	90.3	96%

Key	
	Less than 85%
	Between 85% and 95%
	Greater than 95%

The ERDF capital and revenue expenditure have been rated as red at this stage, as 44% and 54% respectively has been spent. By the end of the project it is forecast that the capital expenditure will be 64% spent (red) and the revenue will be 94% (amber status). The C34 output has been calculated to be 96% achieved and has been given green status.

The following table shows the estimated annual decrease of GHGs based on different scenarios, where scenario 1 is ERDF capital funding only and scenarios 2 and 3 include sites that have been enabled through the ERDF funding and/or will be completed by the end of the project.

¹ The target expenditure figures are from the latest PCR

² The target C34 figure is based on 25 chargepoints delivered

Table 3 – Estimated annual decrease of GHGs based on different scenarios

Scenario	No of units	C34 – Total CO2e (tonnes)
1	24 completed in Devon	90.3
2	38 (24 completed in Devon and 14 in South Somerset)	143
3	94 (24 completed in Devon, 14 in South Somerset and 56 to be completed by March 2024)	353.7

The estimated annual decrease of GHGs delivered though the 24 chargepoints funded directly though ERDF is 90.3 tonnes, but the total amount enabled through ERDF funding (based on the 94 chargepoints) amounts to 354 tonnes.

The delivery team were asked about the project’s progress and whether the project has achieved what was expected. The delivery team participants responded with a range of topics including giving an explanation as to why the solar carports have not been delivered and progress with the chargepoints, which are 80 to 90% complete with ‘finishing touches’ needed.

The stakeholders gave mixed feedback on progress; for example, one stakeholder talked about the delivery charge points taking longer than envisaged. Another stakeholder felt that the project has achieved what was expected but not smoothly, due to a range of issues. One of the stakeholders was very positive about Devon’s EV situation: *“Devon has transformed as a region in terms of EV charging infrastructure compared to 5 years ago.”*

1.3.4 Outcomes and Impacts

The following table summarises the outcomes and impacts from the logic chain and comments on the progress towards achieving them.

Table 4: Summary of achievements of outcomes and impacts

	Indicator	Comment
Outcomes	Improvement in average minimum distance to an electric vehicle chargepoint	Delivery team and stakeholder feedback suggests that this has improved. A repeat of the Devon EV survey could provide evidence.
	Increased awareness of solar carport solutions	Delivery team feedback stated that there is more awareness of the potential of solar carport solutions through conferences and events
Impacts	GHG emission decrease	The estimated annual decrease of GHGs delivered though the 24 chargepoints funded directly though ERDF is 90.3 tonnes, but the total amount enabled through ERDF funding (based on 94 chargepoints) amounts to 354 tonnes.
	Chargepoint usage increase	Anecdotal evidence suggests an increase, but a repeat of the Devon EV survey could provide evidence. In addition, the Scottish Power chargepoint utilisation reports will provide evidence for increase when analysed over time.

Progress is being made towards the outcomes and impacts but it is still too early at this stage in the project to confidently assess whether the outcomes and impacts have been achieved. A repeat of the Devon EV survey could provide evidence for improvement in average minimum distance to an electric vehicle chargepoint and chargepoint usage increase.

The delivery team and stakeholders were asked about progress in achieving the outcomes and impacts of the project. One person stated that the spread of charge points has improved access and there is more awareness of the potential of solar carport solutions through conferences and events and another team member talked about how the discussion on car ports has developed (for example through increased knowledge).

One of the stakeholders felt that progress is being made by delivering EV chargepoints in Devon town centres such as South Molton, Ilfracombe and Barnstaple. Another stakeholder stating: *“The distance to charge ports has improved because of reduced distance enabled by numbers.”*

1.3.5 Strategic Impact

The delivery team and stakeholders were asked in what ways the project has created Strategic Added Value and the areas of SAV identified included: knowledge exchange, collaboration, partnership, public awareness and the positive relationship with Devon County Council.

When asked about the contribution that the project has made to the Horizontal Principles, respondents discussed the following areas: reducing emissions and supporting carbon reduction (for the Environmental Sustainability principle and the DDA regulations) and equality of opportunity with regards to the chargepoints (for the Equality and Diversity principle).

The delivery team and stakeholders were asked about the legacy of the project and some of the areas discussed were improved knowledge and experience, the infrastructure itself, public awareness, contribution to helping with the 2030 ban on petrol and diesel cars, building confidence, benefits to the economy and how the Deletti project has been helping to kickstart EV infrastructure.

1.3.6 Value for Money

The delivery team and stakeholders were asked whether the Deletti project has provided good value for money to date and many of the respondents felt unable to answer this question. One delivery team member talked about competitive procurement and another person felt that the funding was important in terms of facilitating market intervention in the future. One of the stakeholders talked about the long-term nature of the project and how it is difficult to assess value for money at this early stage. Several stakeholders talked about how the joint procurement process had aided their District Councils.

1.3.7 Lessons Learned

Lessons learned were collected from the delivery team and stakeholder interviews are presented in the report under various themes: technical, administration and partnership.

2 Background and Context

2.1 The Devon and Exeter Low-carbon Energy and Transport Technology Innovator (DELETTI) Project

The Devon and Exeter Low-carbon Energy and Transport Technology Innovator (DELETTI) project is funded by ERDF and is a partnership led by Devon County Council with East Devon District Council, North Devon District Council, South West Devon Council, and Teignbridge District Council and exit strategy activities also including South Somerset District Council, Mid-Devon District Council, Torbay Council, and Kenton Parish Council.

The project aim is to demonstrate the creation of a low carbon energy network powering buildings and transport by:

- accelerating the uptake of ULEVs through providing additional and improved chargepoint infrastructure
- installing solar carports and energy storage on already-developed land to deliver low carbon chargepoints and buildings
- delivering an Exit Strategy to stimulate further investment in solar carports, chargepoints and engagement with the community energy sector
- working in partnership with Energy Saving Trust to ensure maximum take up of their Department for Transport funded ULEV Review service

When commissioned, the project had three activity areas:

Chargepoints

Devon County Council procured a Private Sector Partner (PSP) to design, build, operate and maintain ULEV chargepoints across a number of sites through a concessions arrangement. The PSP was provided with a contribution towards costs, which was required due to the high-performance specification required, maximum lease length and uncertainty over future for sales from ULEV charging. Locations have been chosen due to their ability to be accessed by the public, regional economic advantage (e.g., tourism destination), and/or area with air pollution issues.

The project aimed to deliver charge points to as many publicly accessible sites in Devon as possible for the least cost and restrictions to landowners but the maximum benefit for citizens. The following model was developed:

Chargepoints owned and operated by a supplier which is managed by a concession's agreement and lease: No cost to the landowner, landowner has ability to remove if performance not acceptable

Maximum lease length of 10 years: Gives landowners flexibility to respond to future changes

Minimum of dual 22kW chargepoints with load management providing AC and DC charging: Ensure as wide a range of historic, current and future EVs can use the charge points as possible, impact on the electricity network is minimised reducing negative impact on future expansion of charge points or renewables

High levels of interoperability with payment possible using Contactless technology: Ensure wide take up of services by not having requirement for membership

Electricity supplied from renewable sources: Supports zero carbon travel and councils' net zero targets

Landowner access to charge point data: Support development of council policy and future works

Buy-out and termination clauses for sites: Enables landowner to sell land, minimises financial impact to cost of removal and installation at new site

No exclusivity over the car park for the supplier: Enables landowner to install further charge points and respond to technological developments

Cable connecting the charge point to electricity network is owned by the landowner: Reduces the costs and risks associated with changing supplier

Landowner receives share of gross revenue: Increases attractiveness of opportunity ensuring best service, income predicted to average at £1,000 per year per charge point over the ten years but allows for share of advertising income which would increase income substantially

Landowner has option to keep parking enforcement: No loss of pay and display income

Best practice or better response times: Ensures good levels of service for EV users

Ongoing management of concessions agreement in partnership with DCC: Reduces ongoing cost for landowner.

Solar Carports

DCC planned to test two investment models. The first was the procurement of a Contractor to install solar carports (solar photovoltaic panels located on a frame which covers a parking bay) using DCC capital investment. The second was the procurement of a Private Sector Partner (PSP) to deliver solar carports through the provision of a contribution and Power Purchase Agreement (DCC agree to purchase electricity generated by the installation at a set price and over a set period of time). However, this workstream was cancelled through a Project Change Request (see below).

Exit strategy

To encourage further deployment of chargepoints DCC planned to run knowledge dissemination events and work with the Energy Savings Trust to maximise take up of their Department for Transport funded ULEV Review service by SMEs in the region. This workstream was changed through a Project Change Request (see below).

2.2 Project Aims and Objectives

The Deletti project fits under the ERDF Priority Axis 4: Supporting the Shift Towards a Low Carbon Economy in All Sectors and contributes to investment priorities:

- 4a: Promoting the production and distribution of energy derived from renewable sources
- 4c: Supporting energy efficiency, smart energy management and renewable energy use in public infrastructure, including in public buildings, and in the housing sector

- 4e: Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures

The original contracted outputs for the project are as follows:

Table 5: Contracted Outputs

Indicator		Target
C30	Additional capacity for renewable energy production	0.67 MWp
C32	Decrease of annual primary energy consumption of public buildings	155,520 kWh
C34	Estimated annual decrease of GHG	334.5 tonnes

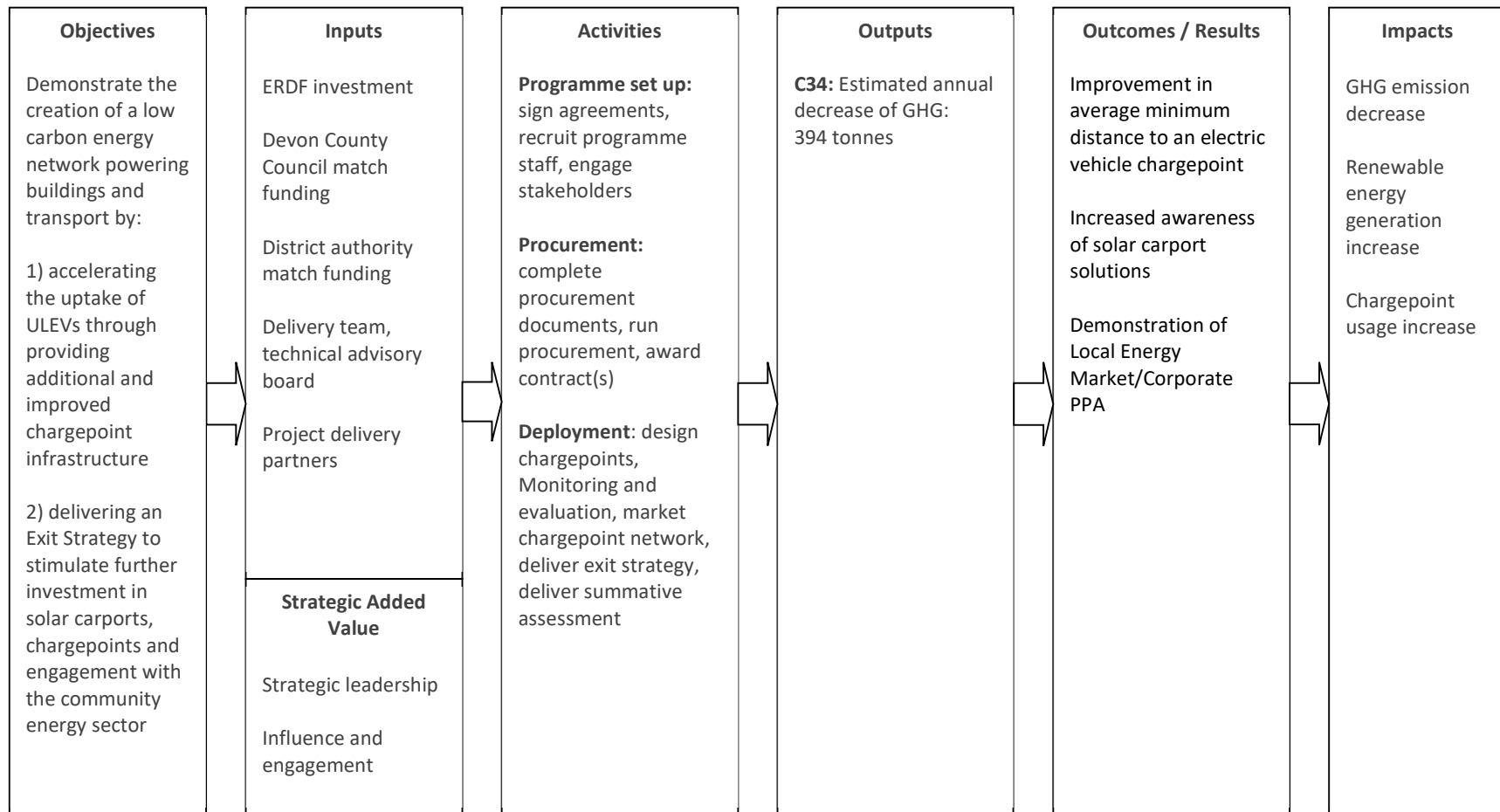
A project change request was submitted in January 2023 to make some significant changes to the project, including:

- **Cancellation of the solar carport part of the project** – the tender had to be abandoned as there was substantial risk it couldn't be delivered. The tender process was delayed due to the Covid-19 pandemic and project manager long-term sickness.
- **Delays in delivery of the chargepoint project** - due to the impact of the Covid-19 pandemic, delays in leases being signed by the Private Sector Partner and then additional legal agreements being required for some sites with third parties.

This meant that the following was agreed:

- A reduction in the public match revenue figure from £89,042 to £45,236
- The activity end date to be moved from 31/01/23 to 31/05/23
- The financial and practical completion dates to be moved from 31/03/23 to 30/06/23
- Delivery of the output C34 will be in Q2 2023

The following diagram shows the updated logic chain for use during the summative assessment.



2.3 Role of the Evaluation

PFA Research, an independent research company, was appointed to undertake a summative assessment through the collation of data and compilation of the Summative Assessment report.

The objectives of the Summative Assessment are:

- Demonstrate the relevance and consistency, progress, delivery and management, impacts and value for money (including the effectiveness of the programme's design and delivery processes)
- Evaluate progress towards achieving the project's outputs:
- Evaluate progress towards achieving the project's impacts:
- Identify, collate and summarise lessons learned to inform relevant future delivery and best practice for future low-carbon projects, help to disseminate the findings
- Produce a final report consistent with the Programme Evaluation report summary template

2.3.1 Evaluation Methodology

The research methodology was made up of the following elements:

- Background review and desk analysis
- Primary data collection – interviews with the Deletti delivery team and stakeholders
- Analysis of data collected and report writing

Review of key documentation

This has included a review of the ERDF project application form, claim forms and progress reports and project change requests.

Primary Research: Delivery Team

We have undertaken 5 telephone interviews with Deletti delivery team members from Devon County Council. No specific quotes have been attributed to interviewees as some participants wanted to remain anonymous. The interviews were undertaken in April 2023 and collected qualitative data in these areas:

- Feedback on programme delivery and management
- Progress made and achievements (including progress towards outputs and impacts)
- Strategic Added Value
- Value for money
- Lessons learned

Primary Research: Stakeholders

We have spoken to 10 stakeholders in order to get a picture of the strategic aspects of the programme, as well as feedback on progress, delivery, management and lessons learned. The interviews were undertaken in April 2023 and no specific quotes have been attributed to interviewees as some participants wanted to remain anonymous. The stakeholders

represented the following organisations: South Somerset District Council, Dorset Council, North Devon district council, West Devon District Council, East Devon District Council, Teignbridge District Council, the National Grid and Cenex.

3 Summative Assessment Findings

The final summative assessment findings incorporate the background document review, feedback from the delivery team and feedback from stakeholders. The findings are set out to cover the key areas required by ERDF when undertaking a summative assessment.

3.1 Context and relevance

Having reviewed the original project ERDF application form and more recently analysed published policy documents, it is felt that the Deletti project is contributing to the following policy and strategy areas:

- UK Climate Change Act 2008
- UK 2030 petrol and diesel ban (new conventional petrol and diesel cars and vans will be banned from sale in the UK from 2030)
- The Department for Transport Electric Vehicle Infrastructure Strategy (March 2022): the vision and action plan for electric vehicle charging infrastructure in the UK
- Devon Carbon Plan³ (roadmap for how Devon will reach net-zero emissions by 2050 at the latest)
- Devon County Council's Electric Vehicle Charging Position Statement
- Devon Transport Infrastructure Plan⁴ (March 2020), where the focus is an increase in electrification
- Devon County Council Climate Change Strategy
- Devon County Council Devon EV Strategy (see further details below)

3.1.1 Devon EV Strategy

The EV strategy⁵ outlines several areas that Devon County Council can take to support the uptake of EVs in Devon and the areas that Deletti is contributing to have been highlighted:

- Accelerate charge point deployment to promote EV uptake (*Deletti contribution by installing chargepoints*)
- Focus on residential charging: fill the gaps in the private sector residential provision and intervene to ensure that there are 2,000 publicly accessible EVCPs in Devon by 2030 (2,000 publicly accessible EVCPs that are provided by public sector intervention, in addition to EVCPs provided by the private sector) (*Deletti contribution through knowledge gain through the Exit Strategy*)
- Provide on-street residential chargers
- Test on-street residential pavement gullies
- Deliver off-street residential hubs
- Plug gaps in private-sector destination and intermediate charging provisions
- Follow best practice design principles (*Deletti contribution*)

³ <https://devonclimateemergency.org.uk/devon-carbon-plan/>

⁴ <https://democracy.devon.gov.uk/documents/s30349/Transport%20Capital%20Programme%20Report%20-%20Appendix%20II.pdf>

⁵ Electric Vehicle Charging Strategy Consultation Draft: WSP and Devon County Council

- Leverage private sector funding, but retain control through a concessionary approach with a private sector delivery partner
- Seek national funding to support EVCP aspirations (*Deletti contribution through knowledge gain through the Exit Strategy*)
- Leverage scale through Devon-wide funding applications and procurement (*Deletti contribution through partnership working*)
- Lead on local district co-ordination (*Deletti contribution through partnership working*)
- Monitor EV uptake and charge point provision (*Deletti contribution through partnership working*)
- Ensure EV design considers diverse user needs (*Deletti contribution through partnership working*)
- Raise public awareness, including of the peer-to-peer charging network (*Deletti contribution through partnership working*)
- Work with electricity network companies to improve capacity within the network (*Deletti contribution through partnership working*)

3.1.2 Devon Electric Vehicle Surveys

Devon County Council has carried out EV surveys in July 2020 and July 2021.

Results from the Devon EV Survey 2020

The survey in 2020⁶ (with over 2,000 responses received) showed that:

- There are high levels of interest and future growth in EVs
- 35% of non-EV owner respondents are planning to buy an EV
- EV users made a similar number of long distance trips as non-EV users, with many EV users regularly making journeys of several hundred miles or more
- There appeared to be a weak link between distance travelled and propensity to buy an EV
- Respondents would like to primarily charge their vehicles at home or at work
- 80% of EV owners used public chargepoints occasionally for top-up
- More charging options will be needed for residents with on-street parking
- Respondents want chargepoints to be operational, available, and in the right place
- 34% of EV users said public chargepoints are occupied more than half the time they try to use one
- 8 minutes is the average time an EV user is willing to wait for an occupied chargepoint
- Only 8% had never found a charge point to be out of order
- 2/3rds of respondents would consider sharing a private chargepoint

⁶ Devon Electric Vehicle Survey 2020 Summary of Findings: WSP and Devon County Council

Results from the Devon EV Survey 2021

The survey in 2021⁷ (with over 1,600 responses received) showed that:

- The 2020 survey stated there was 3,372 EVs registered in Devon. There are now 4,484, an increase of 33%.
- 529 (41%) non-EV owners intend to buy or lease an EV within the next three years, with 217 (17%) planning on doing so in 5 years or longer.
- 30-45 minutes is the average stay time at a charging point and there is a general trend toward spending less time at public charge points.
- Over 91% of EV drivers believe there needs to be more rapid charge points throughout Devon and 76% of non-EV drivers say that more rapid charge points in Devon would encourage them to purchase an EV.
- The main priority, for 32% of EV driver respondents when wanting to recharge their car, is the location of the charger over anything else.
- Whilst many non-EV drivers would potentially consider charging an EV at a neighbour's charger, 36% of current EV owners would not rent out their charging station. Reasons for not renting out include space restriction, security and that it could cause conflict.
- When asked about the most important thing DCC can do to encourage people to buy or lease an EV, the most popular response was some help with affordability and public charge point availability. People are concerned about the high cost to purchase one and are worried about their ability to recharge the car wherever they are.
- The best things about owning an electric vehicle for those drivers are the cheap running costs, how clean they are for the environment and how quiet they are to drive. The worst thing about owning an electric vehicle is the lack of a major charging infrastructure, initial cost and range issues.

The **Devon EV surveys** have shown that the main barriers to owning an EV are cost and charge point availability and there is demand for on-street and rapid charge points across Devon, and this is one of the most effective ways to increase EV uptake. Therefore the Deletti project is directly contributing to increasing EV uptake, by providing chargepoints. Respondents felt that the most important factor for charge points is location and the Deletti project has enabled chargepoints to be installed in location across Devon.

Do you think that the Deletti project is still relevant and delivers an important service?

In order to assess the context and relevance of the project, the delivery team and stakeholders were asked about whether the Deletti project was still relevant and delivers an important service. The delivery team were all in agreement and one participant commented: *"The electrification of travel is an important element of the decarbonisation of the UK."*

Another team member stated that people are noticing the project through the chargepoints installed in Council car parks. Another person noted that there was media coverage

⁷ Devon Electric Vehicle Survey 2021 Summary of Findings: WSP and Devon County Council

highlighting queues for chargepoint use in the summer of 2022 and that localities will be targeted in the future to address the lack of on street charging for residents.

The stakeholders had mixed feelings with some being unable to comment and others giving positive feedback about the relevance and importance of the project. Two stakeholders felt that the **ERDF funding was important**: *“The funding has enabled infrastructure to be built in towns which would otherwise not have been affordable for the local authority by itself”, and “because it is a capital infrastructure project it has a lasting legacy.”*

Another stakeholder thought that **delivering the infrastructure for individual Councils would have been difficult** and therefore Deletti was relevant: *“For individual councils it would have been difficult with no learning curves. Therefore the project meets a demand”*.

Another stakeholder agreed that the project was still relevant but questioned the **delivery role of Devon County Council**: *“Is it the role of the Council to deliver such a service long term? The evolution of general transport provision has been around the market/business delivering services but in the case of this project there is a correlation between it and building community/business confidence. The problem has been in terms of delivery/ infrastructure issues beyond Devon County Council’s control e.g. national grid capacity and cable access through neighbouring land.”*

Has anything changed in terms of the background and context during the delivery of the project?

In order to fully understand the background to the project and to accurately assess project progress and achievements, it is important to consider whether there have been changes in context during the delivery of the project. The delivery team and stakeholders were asked for their thoughts on this. The delivery team gave various examples of things that have changed including the **UK 2030 petrol and diesel ban** (new conventional petrol and diesel cars and vans will be banned from sale in the UK from 2030) being announced, which contributed to the evolution of **Devon County Council’s EV Strategy**.

Another team member talked about the **impacts of Covid** on the project: *“The Devon County Council Procurement team had to switch its focus onto health-related issues, which delayed the charge point procurement. In addition, [regarding the car ports part of the project], County Hall was a Grade 1 listed building and the site in Barnstaple was similarly listed meaning that English Heritage needed to be involved, but all field work was suspended during the pandemic so time ran out.”*

The same participant gave an example of an impact from the **energy crisis induced by the Ukraine war**: *“The price of solar panels went up, so procurement price bids were ‘not sensible’.”*

Another delivery team member talked about feedback from the **Devon County Council EV survey**: *“Some surveys have indicated people are more positive and will buy an EV in a few years BUT now they have less disposable income since Covid and inflation so have become less inclined to make the change.”*

One stakeholder commented that a change was that the **EV market has changed from fast to rapid charging**, meaning that the technology has changed and charging can happen more quickly.

Another stakeholder talked about how some of the district councils have declared a **climate emergency and written EV strategies**: *“the project has resulted in more public requests for EV charging points and more demand from Councillors.”*

3.2 Project delivery and management

Is the project being well managed with appropriate governance and management structures in place?

The delivery team and stakeholders were asked whether the project was well managed with appropriate governance and management structures in place. The **delivery team were in agreement that the project has been well managed** (with one participant declining to comment). It was felt that having a Board drawn from across Devon County Council and regular progress updates were positive attributes. However, one person felt that the overall governance could have been improved: *“There were no significant problems but the Board needed to be more decisive, for example with the key staff member sick leave issue.”*

Another team member was very complimentary about the Project Director but felt that some of the **partner interaction** had been difficult or slow: *“It is recognised that this could be because we have been working with multiple organisations and there are day to day pressures on partners.”*

The stakeholders gave mixed feedback, with some feeling that the **partnership worked well**: *“Yes, with project management through Devon County Council” and “Yes, with weekly calls with Scottish Power. The whole partnership has worked well.”* Another stakeholder was positive about the flexibility of the management: *“It was very well managed with an appropriate amount of flexibility with changes in technology. They got the basics, planning and engagement done. Flexibility was delivered in a managed and controlled way.”*

Several stakeholders felt unable to comment and one person was negative about the **changes in personnel**: *“No, there have been quite a few people changes.”*

3.3 Project Progress and Achievements

The following table is a spend and output table for the project; showing the targets, performance to date (as of June 2023 including spend pending approval) and an overall RAG assessment.

Table 6 – Performance to date (June 2023) and forecast performance at end of project

Indicator	Target ⁸	Performance to date	Performance to date % of target	Forecast performance at end of project	Forecast % at end of project
Total Capital Expenditure	£195,714.45	£85,659	44%	£125,099	64%
Total Revenue Expenditure	£27,141.63	£14,634	54%	£25,463	94%
C34: Estimated annual decrease of GHGs	94.1 ⁹	90.3	96%	90.3	96%

Key	
	Less than 85%
	Between 85% and 95%
	Greater than 95%

The ERDF capital and revenue expenditure have been rated as red at this stage, as 44% and 54% respectively has been spent. By the end of the project it is forecast that the capital expenditure will be 64% spent (red) and the revenue will be 94% (amber status). The C34 output has been calculated to be 96% achieved and has been given green status.

Chargepoints installed and estimated annual decrease of GHGs

The Devon County Council team have provided figures and calculated the estimated annual decrease of GHGs. During the course of the summative assessment these figures and calculations have been checked and verified for inclusion in this final summative assessment report. See the Appendix (Section 6) for further details and the calculations.

These figures are based on the number of chargepoints delivered:

- Chargepoints delivered by project closure using ERDF capital funding: 24
- Chargepoints delivered by project closure using ERDF capital funding and enabled project (includes an additional 14 sites in south somerset): 38
- Chargepoints that will be delivered/enabled by the project by the end of 2023/24: 94

The 38 sites includes sites in South Somerset that have been fully funded by South Somerset District Council and Scottish Power; therefore they haven't used any ERDF or Devon County Council capital funding, but were procured at the same time as the Devon sites and were enabled by the ERDF project.

⁸ The target expenditure figures are from the latest PCR

⁹ The target C34 figure is based on 25 chargepoints delivered

In addition, Scottish Power have been unable to deliver all of the chargepoints before the ERDF project deadline. As such, they have agreed to continue delivering the chargepoints procured without any local authority/ERDF contribution, with all 35 sites in Devon and 20 sites in South Somerset currently due to be delivered by end of August 2023. In addition, the procurement documents developed were re-used to procure another round of chargepoints that are fully funded by the supplier. These 39 sites are currently due to be delivered by end March 2024 at the latest (94 sites).

The following table shows the estimated annual decrease of GHGs based on these different scenarios:

Table 7 – Estimated annual decrease of GHGs based on different scenarios

Scenario	No of units	C34 – Total CO2e (tonnes)
1	24 completed in Devon	90.3
2	38 (24 completed in Devon and 14 in South Somerset)	143
3	94 (24 completed in Devon, 14 in South Somerset and 56 to be completed by March 2024)	353.7

The estimated annual decrease of GHGs delivered through the 24 chargepoints funded directly through ERDF is 90.3 tonnes, but the total amount enabled through ERDF funding (based on the 94 chargepoints) amounts to 354 tonnes.

Chargepoint utilisation

A monthly report of the number of charging sessions at each chargepoint is produced by Scottish Power and the latest one included data up to the end of May¹⁰. The data is provided for each chargepoint and details for each site the number of sessions per month and the kWh used. The following table summarises the data, but many sites have only recently been installed and therefore data is not available for the whole year.

Table 8 – Number of charging sessions and kWh used per month

Administrative Area	Charging Site	No of sessions per month - YTD	No of Kwh used per month - YTD
North Devon District Council	Cattle Market, Barnstaple	333	3,996
	South Molton Central	169	3,719
	Wilder Road, Ilfracombe	392	8,645
Teignbridge District Council	Barton Hill Car Park, Dawlish	327	4,893
	Forde House Car Park, Newton Abbot	110	2,058
	Eastcliff Car Park, Teignmouth	180	4,071
	Newfoundland Way Car Park, Newton Abbot	108	1,227
West Devon/South Hams	Mayors Avenue, Dartmouth	952	19,586
	Creek Car Park, Salcombe	340	8,722
	Pavilions Car Park, Totnes	109	2,146
	Poundwell Meadow, Ivybridge	84	2,091

¹⁰ Devon Programme Charging Sessions Monthly Report (up to end of May 23) – Scottish Power

	Hatherleigh Car Park, Hatherleigh	28	666
	Victoria St Car Park, Totnes	106	2,365
	Mill Road Car Park, Okehampton	101	1,631
	Quay Car Park, Kingsbridge	107	1,882
East Devon District Council	Ham East Car Park, Sidmouth	117	2,068
	Imperial Road Car Park, Exmouth	267	4,791
	Central Car Park, Beer	13	189
	West Street Car Park, Axminster	4	21
Devon County Council	Great Moor House	36	662
	Pinhoe Train Station, Pinhoe	13	512
	Cranbrook Station, Cranbrook	13	350

To date, has the project achieved what was expected?

The delivery team were asked about the project's progress and whether the project has achieved what was expected. The delivery team participants responded with a range of topics including giving an explanation as to why the **solar carports have not been delivered**: *"The project had to be reduced in scope for various reasons. Solar carports were removed because we were too optimistic about this element and inexperienced about costings. The delivery was impacted by the cut off deadline for the project. The exit strategy to get to a testing stage for car ports through local energy markets was compromised because energy companies were not interested as they coped with the energy crisis."*

Another delivery team member discussed **progress with the chargepoints**: *"They are 80 to 90% complete with 'finishing touches' needed and more have been delivered than in the original ERDF bid."* Another person added: *"Chargepoints were achieved in 25 car parks in the initial phase and ERDF enabled 40 to be installed in Devon alone. Legal agreements have enabled the delivery of a further 60 non ERDF across Devon, Torbay and south Somerset and we needed less capital from ERDF than expected. The market had moved on enabling the use of private money."*

The stakeholders gave mixed feedback on progress, for example one stakeholder talked about the **charge points**: *"We have uncompleted sites and the National Grid and the Distribution Network Operators (DNOs) are the reason. We are lucky to have completed some sites early."* Another stakeholder said: *"The focus for my district council has been on EV charge points and these are only 75% through delivery. Progress has been slow on some sites and the cut off point for the project may not allow complete roll out. Where installed they are working well but what was underestimated at the start of the project was the amount of due diligence that was needed – way leave issues, legal, partnership development, third party installation issues and signage."*

In a similar vein, one of the stakeholders talked about their experience with the **chargepoint installation**: *"Delivering the chargepoints has taken longer than envisaged. But we didn't have the same funding restrictions with own resources. We are still trying to finish off with the appointed contractor. Way leaves, site access and DNOs have been the difficult issues."*

Another stakeholder agreed: *“There are still some sites without chargepoints, which is frustrating especially when Members expect it. This is despite leases that have been completed. It took a while for the National Grid to ‘do’ the DNO connections”.*

Another stakeholder felt that the project has **achieved what was expected but not smoothly**: *“Issues have included the attitude of people that we are dealing with and being ‘steam rolled’ into things. For example, a car park that belongs to the Council and one contractor dug up a footpath and did not cover it over in the right way (concreted instead of heritage feature) so the Council had to put it right and then bill them. Once the points are in any issues with them are regarded as being the Council’s problem if anything goes wrong even though it’s not down to the Council.”*

Another person talked about **offsetting the energy**: *“It was expected that energy being used in the project would be offset against renewable energy generated and that community energy generation would contribute. This hasn’t happened and Scottish Power have pushed back on delivery.”*

One of the stakeholders was very **positive about Devon’s EV situation**: *“Devon has transformed as a region in terms of EV charging infrastructure compared to 5 years ago. The SW now is mid rather than bottom of the table for regional infrastructure with only London, the South East and West Midlands doing better.”*

3.4 Outcomes and Impacts

3.4.1 Achievement of outcomes and impacts

The following table summarises the outcomes and impacts from the logic chain and comments on the progress towards achieving them.

Table 9: Summary of achievements of outcomes and impacts

	Indicator	Comment
Outcomes	Improvement in average minimum distance to an electric vehicle chargepoint	Delivery team and stakeholder feedback suggests that this has improved. A repeat of the Devon EV survey could provide evidence.
	Increased awareness of solar carport solutions	Delivery team feedback stated that there is more awareness of the potential of solar carport solutions through conferences and events
Impacts	GHG emission decrease	The estimated annual decrease of GHGs delivered through the 24 chargepoints funded directly through ERDF is 90.3 tonnes, but the total amount enabled through ERDF funding (based on the 94 chargepoints) amounts to 354 tonnes.
	Chargepoint usage increase	Anecdotal evidence suggests an increase, but a repeat of the Devon EV survey could provide evidence. In addition, the Scottish Power chargepoint utilisation reports will provide evidence for increase when analysed over time.

Progress is being made towards the outcomes and impacts but it is still too early at this stage in the project to confidently assess whether the outcomes and impacts have been achieved. A repeat of the Devon EV survey could provide evidence for improvement in average minimum distance to an electric vehicle chargepoint and chargepoint usage increase, along with the Scottish Power chargepoint utilisation reports.

What progress has been made in achieving the outcomes and impacts of the project?

The delivery team and stakeholders were asked about progress in achieving the outcomes and impacts of the project. One of the delivery team stated that the **spread of charge points has improved access and there is more awareness of the potential of solar carport solutions** through conferences and events. A company has entered the market specifically in the area of solar carports. Another team member talked about how the discussion on car ports has developed (for example increased knowledge).

One of the stakeholders felt that progress is being made by **delivering EV chargepoints in Devon town centres** such as South Molton, Ilfracombe and Barnstaple: *"The distance to a charging point has been reduced, uptake increased and carbon emissions will be lower."* Another stakeholder agreed: *"We have a 75% installation rate with some of the highest usage rate in Devon. The demand is here which is a good indicator of what needs to be installed in the future."* A third stakeholder agreed with this, stating that: *"The distance to charge ports has improved because of reduced distance enabled by numbers."*

3.5 Strategic Impact

In what ways has the project created Strategic Added Value (SAV) e.g. through leadership, influence, engagement, collaboration and knowledge exchange?

The delivery team and stakeholders were asked in what ways the project has created Strategic Added Value. The delivery team were all of the opinion that SAV has been created in different ways, including **knowledge exchange**: *"We have had lots of events and shared legal approaches and documents. SW events have enabled a better sharing of EV knowledge and collaboration towards the local electric vehicle infrastructure (LEVI) pilot. The team have also helped with writing EV policy and strategies for Somerset and the West of England, and provided advice and support to other authorities including Forest of Dean and Cardiff."*

Another team participant talked about **collaboration**: *"The project has improved District Councils working together, social relationships and there has been massive increase in knowledge. Also, the project team have more widely supported other local authorities and organisations."*

Another person agreed and talked about **partnership and knowledge exchange**: *"The collective partnership meets with Scottish Power weekly to exchange and form knowledge and investigate what officers can do to help. We also conducted one lessons learned workshop already and are due a wrapping up one on instalments in May."*

Finally, one team member talked about **public awareness**: *"The public are more aware of the role of local authorities in terms of decarbonisation and the supporting low carbon plan. Also, regional partners are more aware of what Devon County Council has to offer."*

The stakeholders also had lots of feedback about Strategic Added Value, including **partnership working**: *“The partnership with Devon has been positive whilst the project infrastructure has been rolled out.”* Another stakeholder agreed and talked about **collaboration**: *“There has been improved working together internally through cross service collaboration and with Devon County Council and Scottish Power.”*

In a similar vein another stakeholder talked about the **positive relationship with Devon County Council**: *“Working with Devon has been useful and knowledge and awareness has ‘really helped’ South Somerset including what needs to be known, pitfalls etc. There have been really positive relationships and sharing of South Somerset challenges, which has provided help for the South Somerset climate strategy.”*

Another stakeholder brought up the topic of **knowledge sharing**: *“The project has supported the writing of the Council’s EV strategy and the climate change delivery plan, as well as assisting in collaboration. The Council does not have an EV specialist so knowledge sharing has assisted its own endeavours. It has also helped inform the exit strategy.”*

Another stakeholder agreed: *“Knowledge exchange has been good. EVs are a relatively new area for local authorities to be involved in. It has helped this District Council strategically deliver against its climate change commitments”.*

Collaboration was identified as key in Torbay: *“National Power were approached early and this has been a lot better than past approaches to enable viability. This aided the project and the Deletti example has helped with engagement in Torbay. ‘Deletti forged a path’.”*

Another stakeholder summed up the **collaboration and partnership working on the Deletti project**: *“The project brought local councils together even though they all have their own requirements. It got them all pointing in the same direction and they know one another better. It has provided a good basis to work on other things in the future. The project has also made Devon more commercially attractive to EV operators. There is now a level of ambition and increased awareness of the role of councils. Deletti has enabled (for the first time at this scale) delivery in rural environments where the business case does not exist.”*

3.5.1 Progress regarding the Horizontal Principles

What contribution has the project made to the Horizontal Principles – Environmental Sustainability and Equality and Diversity?

The delivery team and stakeholders were asked about the contribution that the project has made to the Horizontal Principles. Regarding the **Environmental Sustainability principle**, one team member stressed the importance of reducing emissions: *“Chargepoints have enabled EV take up to reduce emissions. All ports are charged through renewable resources (technically 100%) and also tenders were asked about the lifecycle of emissions and their social value (e.g. local apprentices). There has been a wide distribution of points including in rural and disadvantaged areas where the market would not have delivered.”*

Several stakeholders agreed about the project **supporting carbon reductions**, e.g.: *“Deletti is contributing positively to the decarbonisation of transport.”*

In terms of the **Equality and Diversity principle**, a team member explained about the DDA (Disability Discrimination Act) regulations: *“Devon County Council has its own equality and diversity policy and delivery has been achieved in accordance with that. The chargepoints*

specification included DDA regulations. However, I am disappointed that the ability of people to access charge points is not improving i.e. people with mobility/dexterity problems in using the equipment."

One stakeholder felt that Deletti is helping with **equality of opportunity**: *"To access charging points in the community for those who did not have their own access. Wider bays have also been provided for wheelchair/mobility access. Contactless charging has been introduced but Scottish Power haven't yet concluded this process, but it will prevent the need for consumers to have different cards and Apps in the area."* Another stakeholder agreed about the chargepoint spaces: *"All EV charging points give extra space for disabled people (and increase the number of spaces available) and for parent/child buggies."*

One stakeholder was **less certain about the impacts** for the cross-cutting themes: *"People can't afford EVs despite the infrastructure going in. My view is that they are not used a lot and the lack of facilities generally does not encourage people. Out of 6000 car parking spaces in the District only 12 of them are EV points and they are not rapid charging. It will take a long time to change participation."*

3.5.2 Feedback on the project's legacy

What do you think will be the project's legacy for businesses, stakeholders and the wider economy?

The delivery team and stakeholders were asked about the legacy of the project and one team member talked about **improved knowledge and experience**: *"Councils have more experience in working in partnership and community working to enable easier switching to EV. The exit strategy is important in terms of the huge interest generated of 1000+ responses to consultation."*

Another team member felt that the **infrastructure was the legacy**: *"The assets in the ground, as there are 100 charge points in Devon. We have taken forward the local economy and market area, and solar port knowledge going forward under the LEVI is also important."*

In addition, another participant stated that the legacy will be **public awareness**: *"In Devon's main towns people will know where the chargepoints are. Hopefully this will enable people to invest in EV and reduce concerns that people have that they can't change. So they have confidence in knowing where the points are and that things are happening."*

Another person talked about the **2030 ban on petrol and diesel cars**: *"At some point petrol and diesel cars will not be for sale so this infrastructure needs to be in place and for the good of the environment. We need to make sure that they are not in areas where they impact on commercial suppliers and where people live."*

One of the stakeholders felt that the legacy was about **building confidence**: *"Reliable and functional units will increase public and commercial users and build confidence in renewable energy provision and the role of solar car parks."*

Stakeholders talked about the **benefits to the economy**; one person said: *"EV chargepoints in the South Hams mean that this assists with business and tourism marketing"* and another stakeholder said: *"It is encouraging visitors; Ilfracombe had very high tourist usage in the summer of 2022."*

Another stakeholder talked about how the **Deletti project has been helping to kickstart EV infrastructure**: *"It has fired the starting pistol on the development of EV infrastructure in Devon. Things beyond the immediate scope of the project have happened as a result such as engagement and supporting local community enthusiasm for usage. Deletti has advanced the Devon network by a year to 18 months. It has also given individual local authorities knowledge that they otherwise would not have had so has given the private sector someone to talk to."*

3.6 Value for Money

Has the Deletti project provided good value for money to date?

The delivery team and stakeholders were asked whether the Deletti project has provided good value for money to date and many of the respondents felt unable to answer this question. One delivery team member talked about **procurement**: *"Procurement has all be done competitively to ensure value for money."* They went on to discuss the **nature of the project**: *"Time and effort on the Deletti project are difficult to assess, which needs to be considered when assessing value for money."*

One person felt that the funding was important in terms of **facilitating market intervention in the future**: *"Value was in being able to access funding up front which has enabled a cushion for market intervention in the future."*

One of the stakeholders talked about the **long-term nature of the project**: *"The infrastructure is long lived but the revenue is not generated yet. It should pay for itself over the expected 10 to 15 year lifetime of the infrastructure. By having one big procurement this enabled economies of scale particularly where District Councils do not have Highways responsibilities."*

Several stakeholders talked about how the **joint procurement process** had aided their District Councils, e.g.: *"National Grid costs have been significant so on our own the Council would not have had the funds."*

In terms of comparisons, one stakeholder commented that Mendip District Council had implemented a similar scheme but it had cost them more.

4 Lessons learned

Lessons learned were collected from the delivery team and stakeholder interviews and these are presented thematically below.

4.1 Technical

One delivery team member talked about **procuring solar carports for car parks**: *“Car park planning is hard to procure: planning permission is needed before a supplier but you can’t get a supplier telling you what the project looks like without planning permission.”*

Another delivery team member discussed **listed buildings**: *“There is a planning permission lesson around early intervention in relation to infrastructure linked to a listed building.”*

Another planning lesson was that because everything needs to be done before starting, it makes the **process expensive**: *“It would be useful in the future to get a supplier on board earlier to identify sites for chargepoints, as they will know better than the local authority. It would be good to avoid too restrictive legal agreements in relation to other stakeholders as things evolve. Overall the Deletti approach is an expensive way to approach things: due diligence means that ‘everything else’ needs to be done first.”*

One stakeholder talked about **improvements to due diligence**: *“There needs to be due diligence improvements, in the areas of legal, contracts, way leaves and DNO engagement.”*

Another stakeholder gave ideas about the **operation of chargepoints**: *“Bays need to be up and running within a month. If a bay is not working then there needs to be clear messaging to the public on what to do. For example, a couple of customers have got the charger stuck in their car but don’t know what to do. Discouraged people will not come back and use the infrastructure.”*

4.2 Administration

One delivery team member talked about engagement with the **procurement process**: *“There is always a need for more time to develop the procurement specification and the best strategy. A lesson learned would be earlier engagement with procurement.”*

A stakeholder talked about **project management**: *“One project management approach is needed with deadlines and penalties. Some of the health and safety standards of on-the-ground organisations are questionable.”*

Another stakeholder agreed about the **management of the project** and felt that: *“Future projects should ensure that the partnership spread of delivery is fair. Clear phasing is needed including deadlines, dates, targets and the implications of not delivering.”*

4.3 Partnership

One team member identified a lesson learned concerning **communication**: *“It would have been better if there had been a mass Council communications strategy rather than from Devon County Council/Scottish Power to the District Councils. Each District Council really needed its own strategy. It was not helped because of project gaps which have stalled more effective communications.”*

One stakeholder talked about **difficulties of the partners working together**: *“It took a lot of effort for local authorities to agree where the infrastructure would go. More time needs to be factored in for engagement. There was a wrong assumption that the money would come and people would ‘just get on with it’.”*

One delivery team member talked about the **Deletti Board representation**: *“There was not enough senior people drawn from the participating organisations on the Board. It was also not clear which Devon County Council department should be responsible for chargepoints.”*

5 Conclusions

As the Deletti project reaches its final stages, there have been a lot of positive findings highlighted through this summative assessment and the majority of participants interviewed agreed that the project is still relevant and delivers an important service. There have been some changes in context and background, with the Covid pandemic and the energy crisis induced by the Ukraine war, being the main challenges.

There was agreement that the project is being well managed with appropriate governance and management structures in place. Having a Board drawn from across Devon County Council, regular progress updates and the Project Director's involvement were aspects that were commended by the delivery team and stakeholder interviewees.

The estimated annual decrease of GHGs delivered through the 24 chargepoints funded directly through ERDF is 90.3 tonnes, but the total amount enabled through ERDF funding (based on the 94 chargepoints) amounts to 354 tonnes. Qualitative evidence from the delivery team and stakeholders show that the Deletti project is making progress towards the outcomes and impacts on the logic chain, but it is still too early at this stage in the project to confidently assess whether the outcomes and impacts have been achieved.

Stakeholders reported that strategic impacts have been created too, including knowledge exchange, collaboration, partnership, public awareness and the positive relationship with Devon County Council. In terms of legacy, interviewees talked about improved knowledge and experience, the infrastructure itself, public awareness, contribution to helping with the 2030 ban on petrol and diesel cars, building confidence, benefits to the economy and how the Deletti project has been helping to kickstart EV infrastructure.

When asked about the contribution that the project has made to the Horizontal Principles, it could be argued that the Deletti project sits at the heart of the Environmental Sustainability principle and interviewees felt that reducing emissions and supporting carbon reduction were important. In terms of the Equality and Diversity principle, the DDA regulations and equality of opportunity with regards to the chargepoints were talked about. Many lessons learned have also been collated through the summative assessment process.

The Deletti project has been a success in terms of the chargepoint rollout, partnership working across Devon and the knowledge gain through the Exit Strategy, putting Devon in a good place for future funding bids (such as the LEVI pilot): *"The project brought local councils together even though they all have their own requirements. The project has also made Devon more commercially attractive to EV operators. Deletti has enabled (for the first time at this scale) delivery in rural environments."*

The project has faced challenges and the overall scope had to be reduced (with the removal of the solar carport element and change to the scope of the Exit Strategy), but it is clear that Deletti has moved Devon forward: *"Devon has transformed as a region in terms of EV charging infrastructure compared to 5 years ago. The South West now is mid rather than bottom of the table for regional infrastructure with only London, the South East and West Midlands doing better."*

6 Appendix: Calculation for the estimated annual decrease of GHGs (C34 output)

The Devon County Council team have provided figures and calculated the estimated annual decrease of GHGs. During the course of the summative assessment these figures and calculations have been checked and verified for inclusion in this final summative assessment report.

These figures are based on the number of chargepoints delivered:

- Chargepoints delivered by project closure using ERDF capital funding: 24
- Chargepoints delivered by project closure using ERDF capital funding and enabled project (includes an additional 14 sites in south somerset): 38
- Chargepoints that will be delivered/enabled by the project by the end of 2023/24: 94

The 38 sites includes sites in South Somerset that have been fully funded by South Somerset District Council and Scottish Power; therefore they haven't used any ERDF or Devon County Council capital funding, but were procured at the same time as the Devon sites and were enabled by the ERDF project.

In addition, Scottish Power have been unable to deliver all of the chargepoints before the ERDF project deadline. As such, they have agreed to continue delivering the chargepoints procured without any local authority/ERDF contribution, with all 35 sites in Devon and 20 sites in South Somerset currently due to be delivered by end of August 2023. In addition, the procurement documents developed were re-used to procure another round of chargepoints that are fully funded by the supplier. These 39 sites are currently due to be delivered by end March 2024 at the latest (94 sites).

Therefore Scenario 1 is the Devon sites delivered through ERDF capital (24 chargepoints), Scenario 2 is ERDF capital funding and enabled by ERDF at project closure (38 sites) and Scenario 3 is ERDF capital funding and enabled by ERDF by March 2024 (94 sites).

Scenario	Kg CO2e per charge per unit	No of charges per day	Reduction for 'bedding' in	Kg CO2e saved per year, per unit	No of units	C34 – Total CO2e (tonnes)
1	5.36	3	75%	3763	24 completed in Devon	$(3763 \times 24) / 1000 = 90.3$
2	5.36	3	75%	3763	38 (24 completed in Devon and 14 in South Somerset)	$(3763 \times 38) / 1000 = 143$
3	5.36	3	75%	3763	94 (24 completed in Devon, 14 in South Somerset and 56 to be completed by March 2024)	$(3763 \times 94) / 1000 = 353.7$