

South Yorkshire Policy Briefing

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This Week's Policy Highlights:

- The Trussell Trust distributed almost 3 million food parcels between April 2022 and March 2023, including over 90,000 in South Yorkshire.
- A report from the Resolution Foundation explores how if motoring-related tax revenues fail to keep pace with the transition to electric vehicles, there is the risk of an annual £10bn black hole in the early 2030s.
- Business investment is low in the UK compared to similar economies. Investment in South Yorkshire is low compared to other regions, and there is a lack of investment at the seed stage of a business' journey.

Food Insecurity

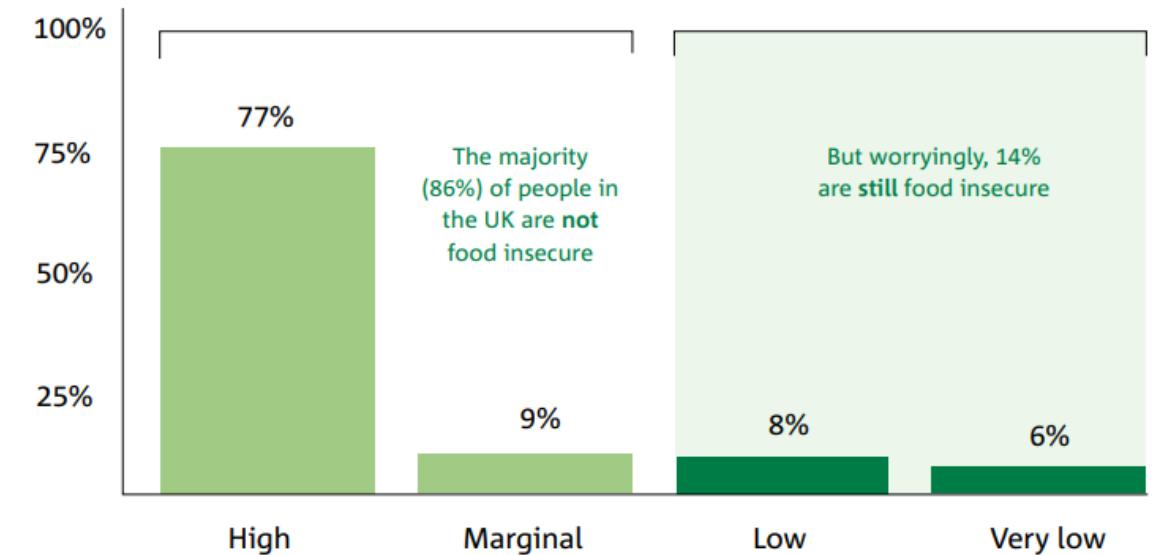


The prevalence of food insecurity

The Covid-19 pandemic and the current cost-of-living crisis significantly impacted the increased usage of food banks across the country. However, a recent report by the [Trussell Trust](#) highlights that this rise in food insecurity and need for food banks predates these two events. The report examines the scale and drivers' food insecurity and food bank use in the UK in 2022.

14% of people in the UK say that they or their household have experienced food insecurity over a 12 month period. Trussell Trust estimates that this equates to 11.3 million people.

Not all people experiencing food insecurity are using food aid. 7% reported that they or another member of their household had accessed food aid in the last 12 months.



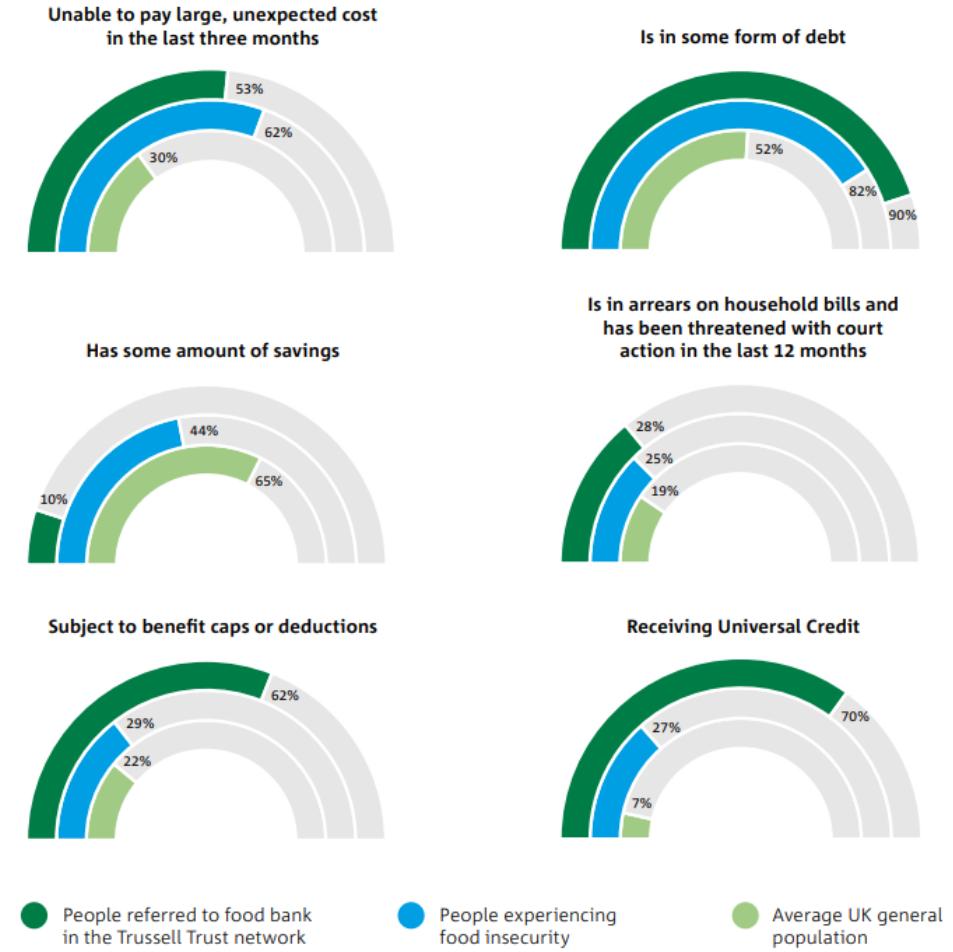
Source: Trussell Trust

What are the drivers of hunger in the UK

The Trussell Trust reported that most people referred to food banks often have very low incomes, high debt and few savings. This highlights the huge impact financial factors have on food insecurity.

86% of people referred to food banks are experiencing the most severe form of material deprivation as their incomes are insufficient. Only 10% of referrals in 2022 had savings and 89% were in receipt of a means- tested benefits.

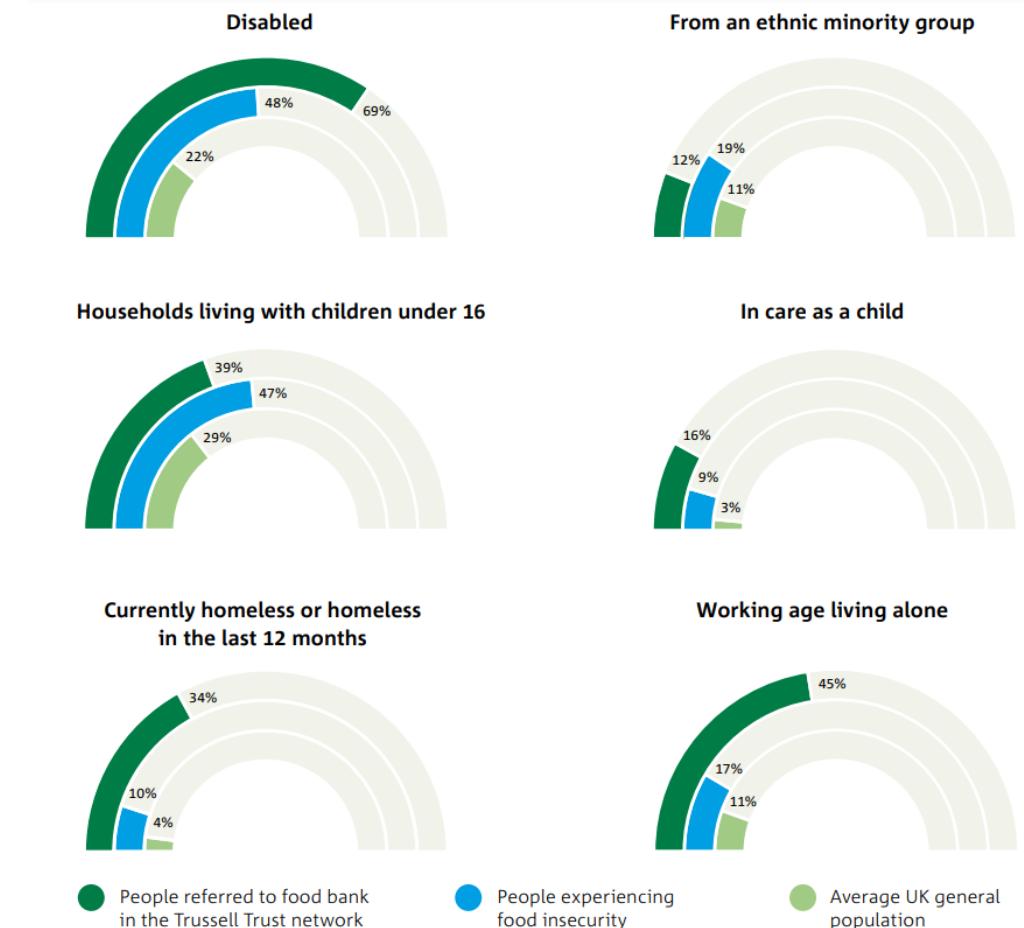
However, there are other non-financial factors that the report highlights as contributing to food insecurity. For example, people experiencing food insecurity are more than twice as likely to have experienced adverse events (such as bereavement, becoming sick or disabled, or domestic abuse) than people who are food secure.



Who is at greatest risk of hunger in the UK

The following percentages are the rate of people experiencing food insecurity:

- **Housing:** 35% of renters vs 6% of people who have a mortgage.
- **Ethnic minorities:** 24% people from an ethnic minority group vs 13% of white people.
- **Sexuality:** 27% of people who are LGBTQ+ vs 13% of people who are heterosexual.
- **Disability:** 26% of disabled people vs 10% of non-disabled people.
- **Carers:** 23% of unpaid carers vs 12% of non-carers.
- **Age:** 18% of working-age adults vs 3% of people over the age of 65.
- **Family:** 23% of households with dependent vs 11% of those without.
- **Living alone:** 20% of people living alone vs 13% who don't.



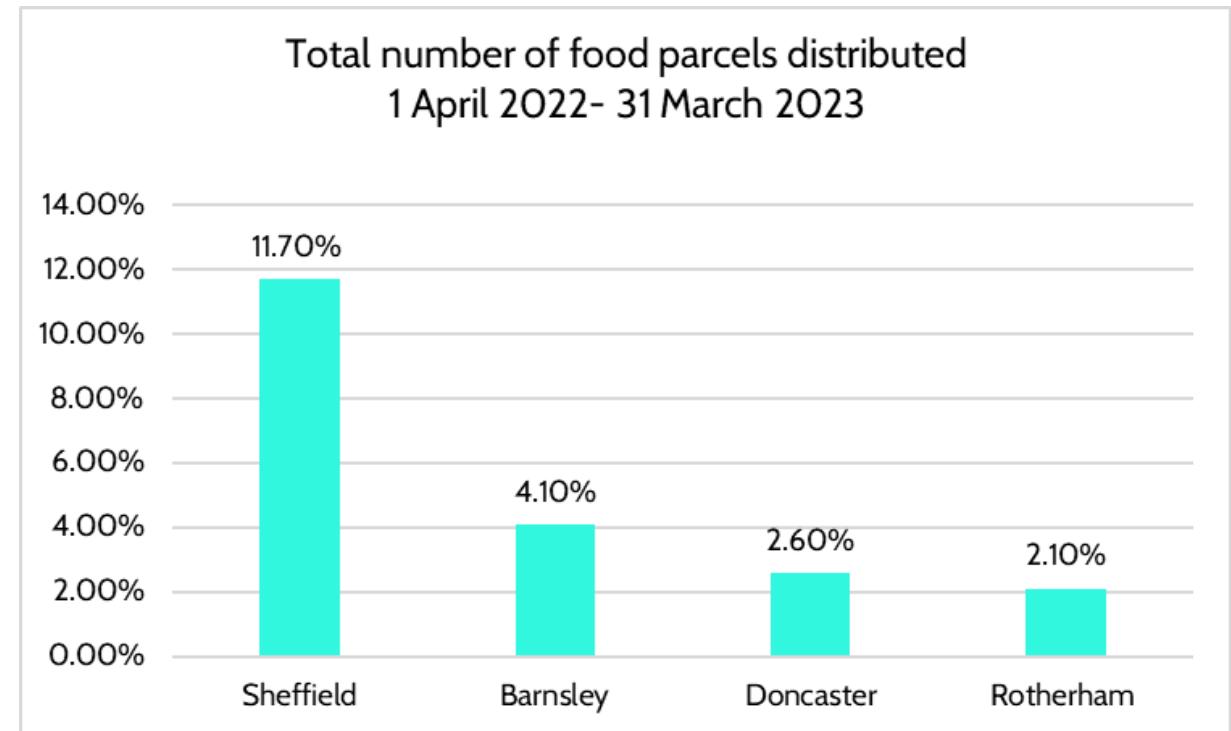
Source: Trussell Trust

South Yorkshire's rate of food bank use

Households in the most deprived areas in the UK were four times more likely than people in the least deprived areas to experience food insecurity. The report highlighted the differences in food security across the regions of the UK, with Yorkshire and the Humber's rate (18%) sitting above the national (14%).

[More recent stats](#) produced by the Trussell Trust for April 2022- March 2023 breaks down the number of food parcels and number of centres in more detail.

Across the UK the Trussell Trust distributed almost 3 million parcels in this period, the most ever disrupted. Of this 10,199 parcels were delivered in Barnsley (across 15 centres), 8,168 were delivered in Doncaster (across 3 centres), 5,433 delivered in Rotherham (across 3 centres), 68,721 delivered in Sheffield (across 18 centres).



Source: SYMCA analysis of Trussell Trust data

Transition to Electric Vehicles

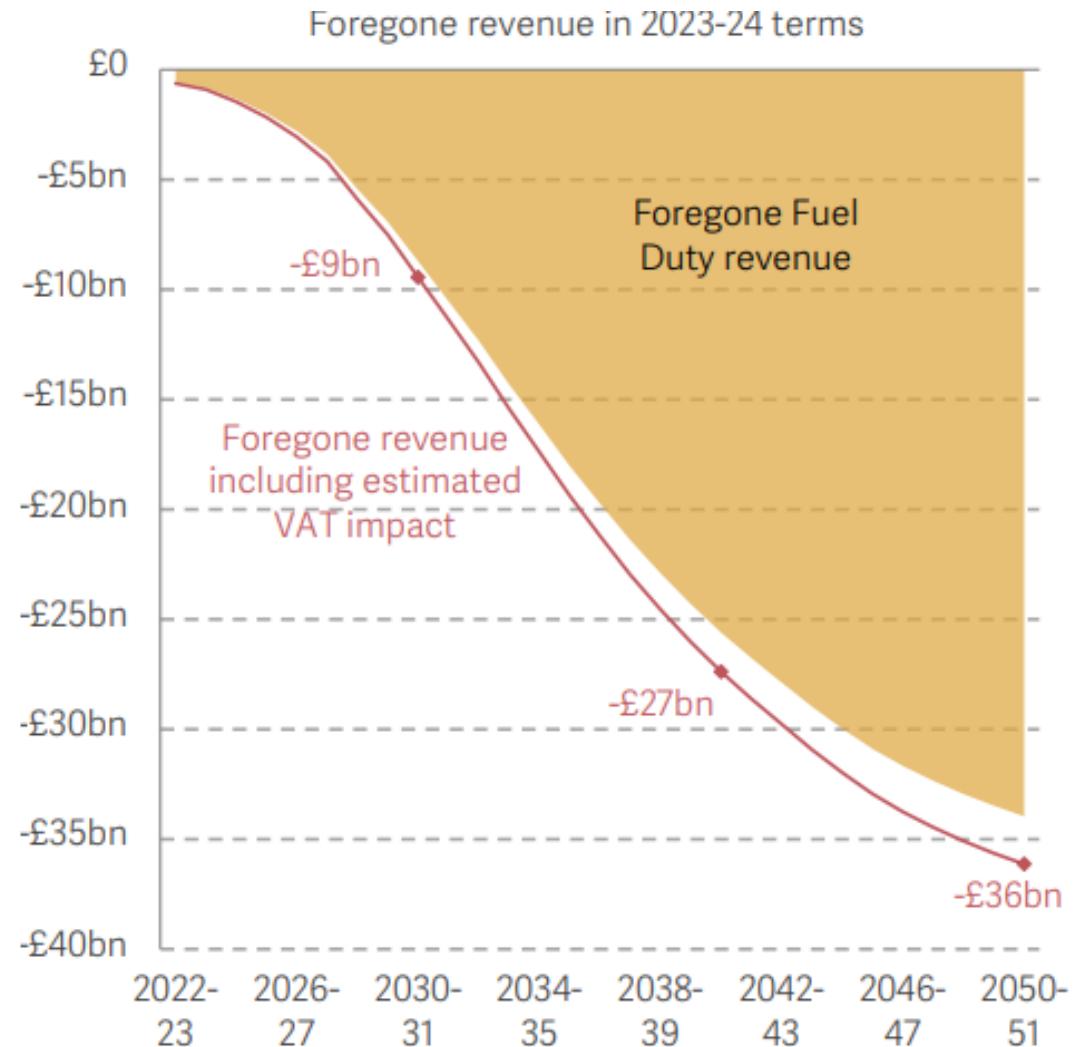


Changing the way we drive

The transition to Net Zero means that the way we drive is changing and how our roads are funded as there are more than electric vehicles on our roads, with one in seven cars in the country sold in 2022 electric.

A report from the [Resolution Foundation](#) explains how these changes bring the prospect of sharp falls in motoring-related tax revenues, risking an annual £10bn black hole in the early 2030s and reaching more than £30 billion per year within the next three decades.

For decades, taxing driving has contributed significantly to tax revenues, but the cheaper motoring that electric-vehicle (EV) drivers enjoy – driven in large part by exemptions to taxes paid by drivers of petrol and diesel vehicles – will see these receipts dwindle.



Addressing Congestion

The report explains how we spend more than 1bn hours per year sat in traffic, 20% more than in 2010, costing the UK economy around £60bn per year. Electric vehicles do not address congestion issues.

With traffic forecast to increase by a further 26% between 2025 and 2050, driven by greater use of electric vehicles, this will restrict growth and impact the nation's productivity.

SYMCA analysis shows that travel times at peak periods can be over 30% greater than off-peak in South Yorkshire. By 2026 there will be up to half a million extra journeys on the road and rail network every day in South Yorkshire.

To address this, the report proposes more Congestion Charges in the UK's cities and large towns to discourage car use, as this is where 81% of problematic congestion is concentrated.

FIGURE 6: Problematic levels of congestion are concentrated in cities and large towns

Proportion of all local authorities with high levels of local congestion, by settlement type: England, 2021-22 average



Source: Resolution Foundation

How to respond

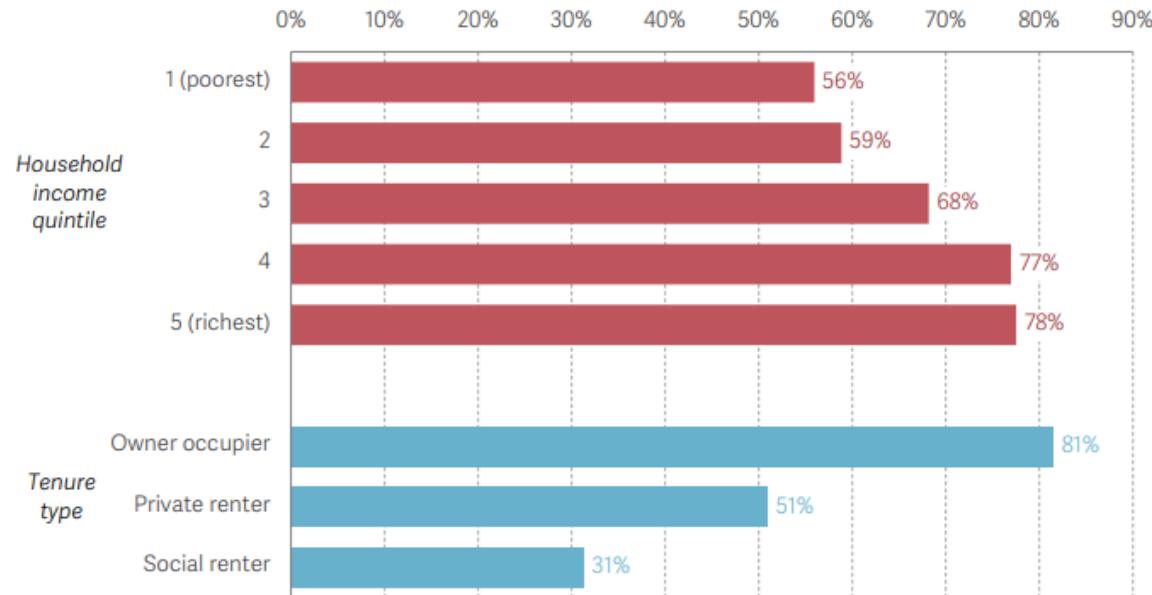
To address the forthcoming fiscal gap, Resolution Foundation set out the following recommendations:

- A new national per-mile Road Duty system for electric vehicles at 6p per mile from 2027, implemented using GPS
- Empower local areas to introduce Congestion Charging
- Further reforms to Vehicle Excise Duty, with a per-kg charge for all vehicles above a certain weight limit
- Reduce VAT on public chargers from 20% to 5%

These aim to raise revenue whilst ensuring that electric vehicles remain cheaper to drive and encourage greater take up, moving away from fossil fuels.

FIGURE 11: Higher-income households and those who own their own homes are much more likely to be able to charge EVs at home

Access to off-street parking at home, by household income quintile and tenure: England, 2019



NOTES: Off-street parking refers to properties with a garage or 'other off-street parking'.
SOURCE: Analysis of English Housing Survey.

Future for Electric Vehicles in SY

- As of October 2022, South Yorkshire is below the England average for electric vehicle charging points (EVCPs) and lags significantly behind West Yorkshire.
- In South Yorkshire, devices are distributed more evenly across the region, with around 40% of the total chargers in Sheffield, compared with 50% of West Yorkshire's chargers located in Leeds.
- Whilst the current South Yorkshire EVCP Programme plans help 'level-up' provision to 38 EVCPs per 100k people, South Yorkshire will still only have **just over half the forecasted need** for EVCPs in the region in 2023 to meet demand, and to meet demand in 2025 there will need to be **five times more** EVCPs provided across the region in the next two years.

Area	Population	Devices	Rapid	Non-Rapid	EVCP per 100K population	Rapid per 100K population
England	56,550,138	29,774	5,325	24,449	52.7	9.4
Greater Manchester	2,848,286	522	167	355	18.3	5.9
West Yorkshire	2,345,235	792	268	524	33.8	11.4
South Yorkshire	1,415,054	365	112	253	25.8	7.9
Barnsley	244,600	60	11	49	24.5	4.5
Doncaster	308,100	73	23	50	23.7	7.5
Rotherham	265,800	83	34	49	31.2	12.8
Sheffield	556,500	149	44	105	26.8	7.9

Non-Rapid devices (Fast Chargers) are c7-20KWh devices and Rapid Chargers tend to be c50KWh devices

Electric Vehicle Charging Points per 100k population (October 2022)



Low Investment Britain

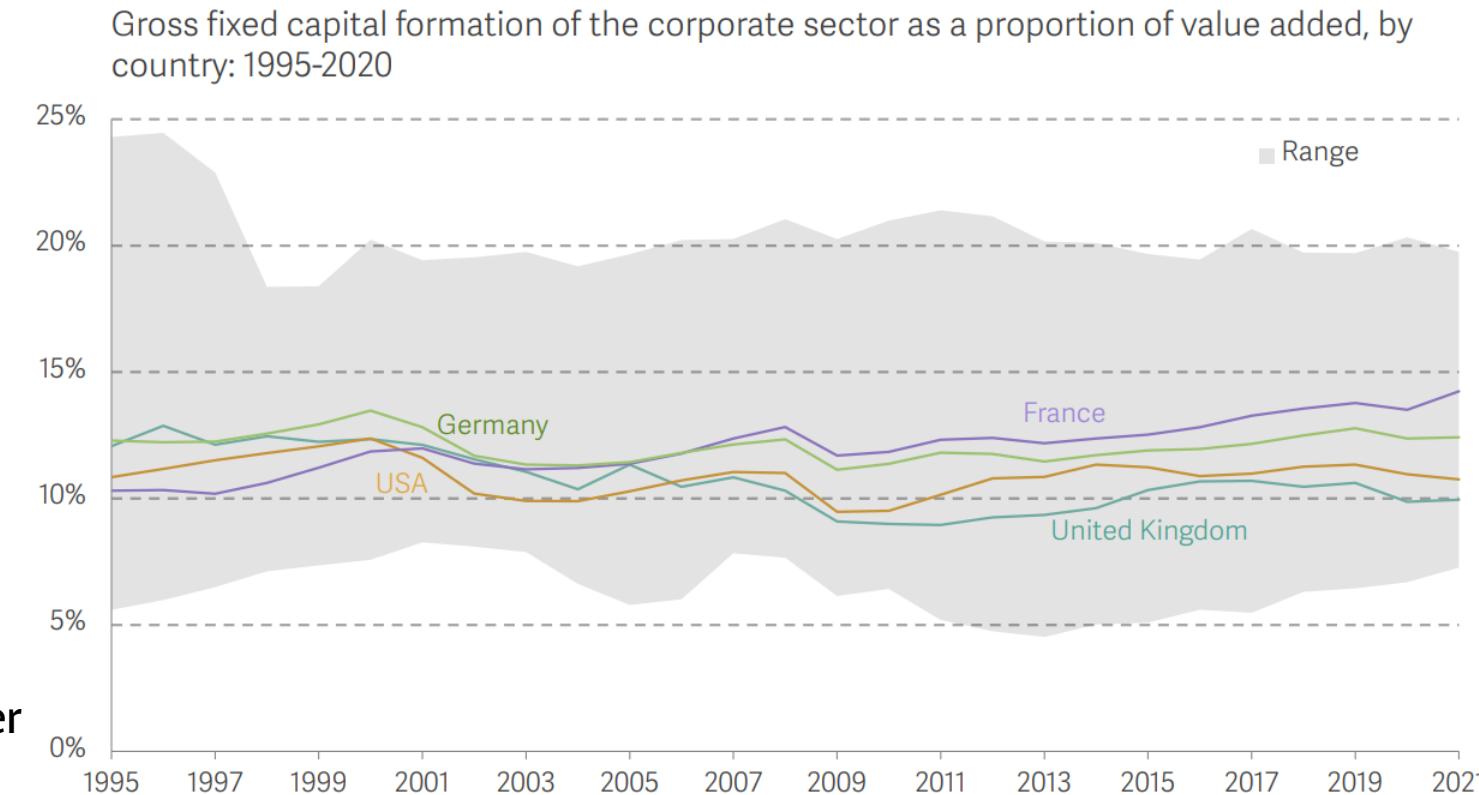


UK business investment is low and needs to rise

A new report by [The Economy 2030 Enquiry](#) explains the importance of private sector investment in rejuvenating the British economy.

While public sector investment is important, businesses are responsible for around two-thirds of national investment. Business investment fell in the 2000s as a share of GDP, fell further during the global financial crisis, and has stagnated since 2016.

If UK business investment had matched the average of France, Germany and the US since 2008, our GDP would be nearly 4 per cent higher today, enough to raise average wages by around £1,250 a year.

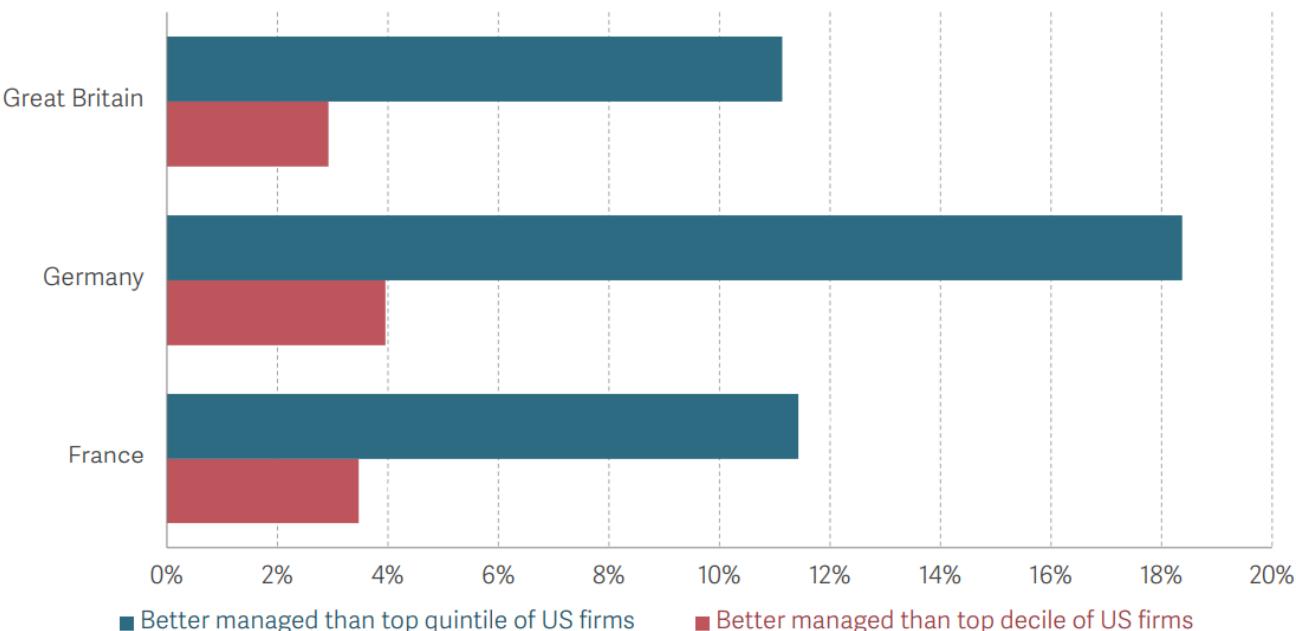


Addressing firms' willingness and ability to invest

Many people see low investment rates as a symptom of firms not being able to make sufficient returns on investment projects, but this points the finger at corporation tax levels where it is the stability and certainty of the tax regime that matters, given the long-term paybacks. To tackle this, the report proposes that the UK should immediately make permanent its recent (temporary) move to full expensing of investment in plant and machinery.

However, this is not the biggest claimed reason why we invest so little. UK firms are less well managed than their counterparts and lack pressure from their owners and workers to focus on long-term growth. The evidence suggests that we are simply choosing not to invest, and this has side effects for productivity, profits, output, and growth in R&D and patents.

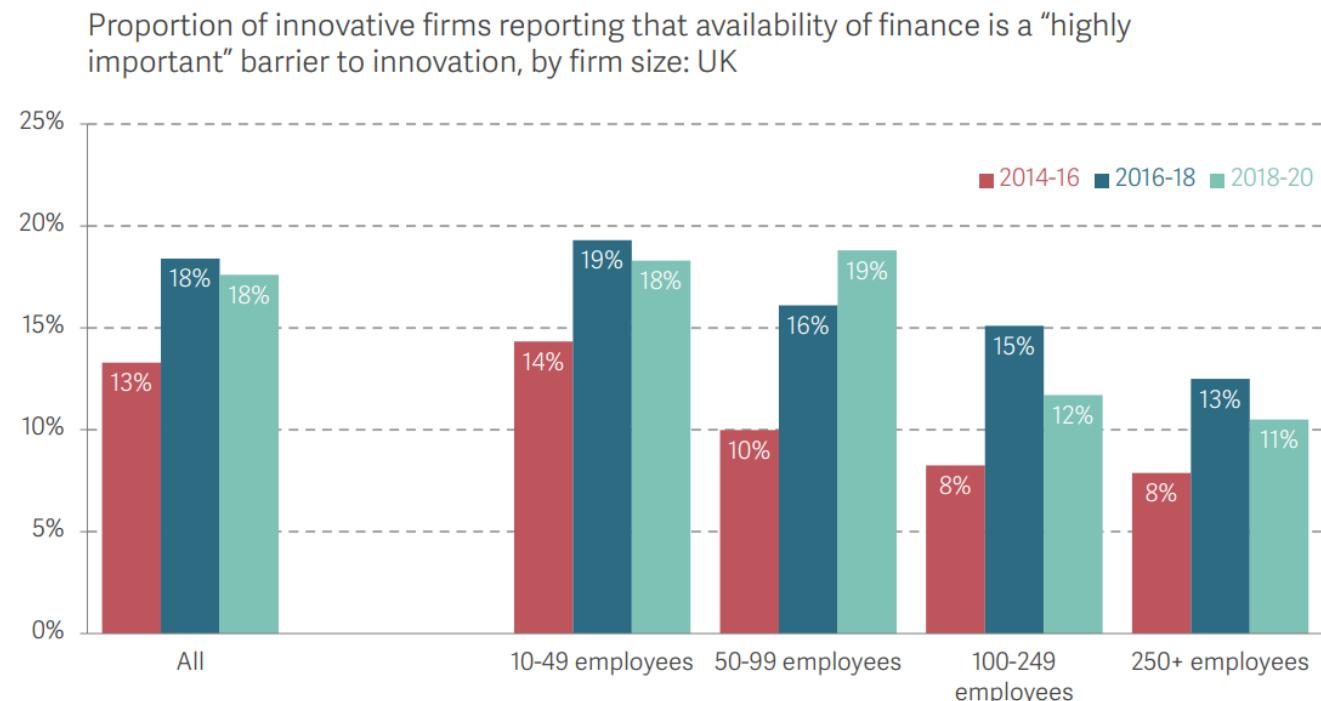
Proportion of firms at least as well-managed as the top quintile and decile of US firms, by country



Support smaller firms to innovate and sustain a high investment economy

Young, innovative, high-growth-potential firms create growth in advanced economies, but there is evidence in the UK that such firms suffer from poor access to finance to enable them to invest and scale up. Moreover, this problem has a regional angle, with firms outside of London/South East receiving a smaller proportion of equity funding than the prevalence of high-growth companies would suggest.

The report argues that more stable economic policy will improve the investment climate and concludes that the Government must commit to a multi-year strategy if it is to succeed in the long run.

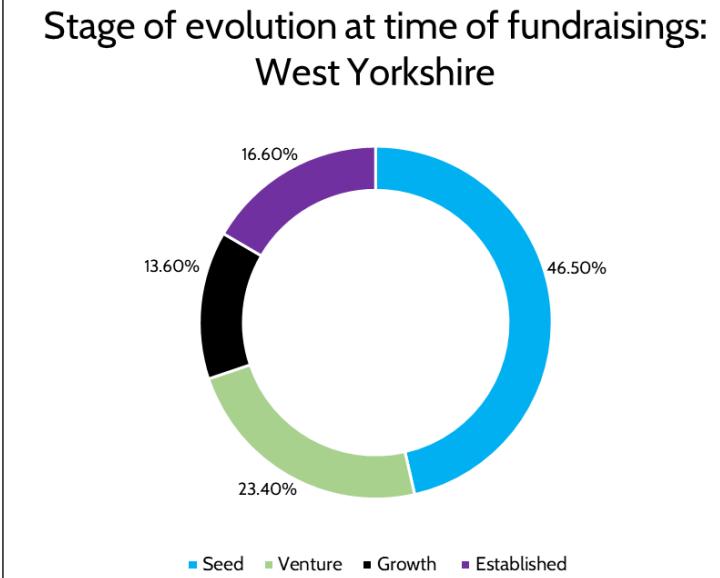
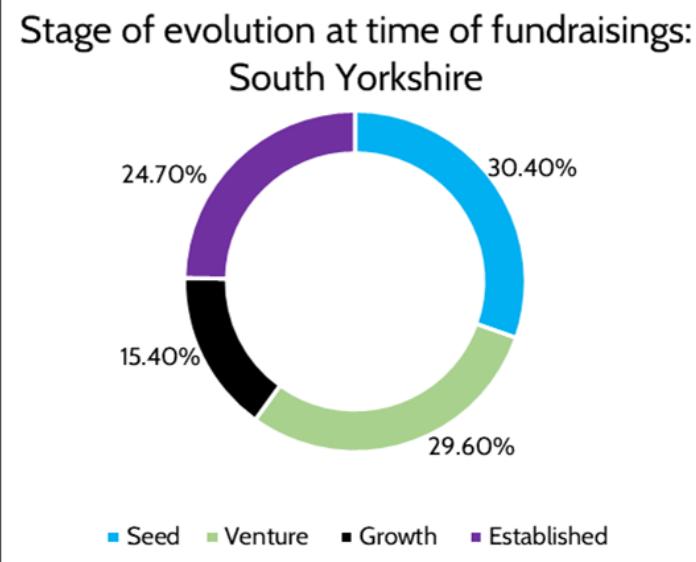


Investment in South Yorkshire

Investment is key to how we measure economic growth and performance. Access to finance has been a challenge in the region. There are a lack of business angels and local financial institutions, such as venture capital firms, that can intermediate between City institutions and SMEs in the region.

Analysis of Beauhurst data shows that the average yearly (2019-2021) investment value for SME equity finance was £29m in South Yorkshire, ranking just 14th in the top 20 clusters.

South Yorkshire has more investment in established businesses than at the seed stage. This needs to change, so the MCA is prioritising investment to tackle this issue so entrepreneurs have more financial and non-financial support to start their business.



South Yorkshire Data & Intelligence Hub

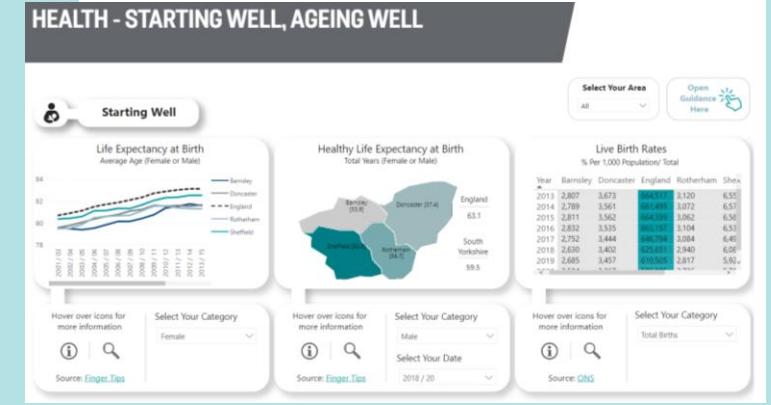
Want to access data and trends relating to South Yorkshire?

Head to the [South Yorkshire Data & Intelligence Hub](#), which provides a range of data useful for understanding the local economy, as well as social and environmental outcomes.

It also helps to understand relative performance and changes in data. See how it works on YouTube [here](#).

Whether you're a resident, employer, academic, researcher or just interested in data, this can help you understand South Yorkshire's economy and develop evidence-based solutions.

Visit the dashboard now at <https://southyorkshire-ca.gov.uk/Data-Intelligence-Hub>



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