

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 31 August 2023

Report Title

Rotherham Electric Vehicle Charging Infrastructure Expansion

Is this a Key Decision and has it been included on the Forward Plan?

No, but it has been included on the Forward Plan

Assistant Director Approving Submission of the Report

Simon Moss, Assistant Director, Planning, Regeneration & Transport

Report Author(s)

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Ward(s) Affected

Boston Castle
Dinnington

Report Summary

SYMCA allocated £1.85m from the Government 'Getting Building Fund' to promote Electric Vehicle (EV) uptake across the region by increasing public charging facilities. SYMCA commissioned a study to identify priority sites across the region that required EV charging points. As a result, Rotherham has been allocated £231,582.44 (17%) of the funding to install priority charge points and an additional £112,077.76 to spend according to local need. The priority charging points in Rotherham include:

- 3 x 22kW fast charge points.
- 6 x 50kW rapid charge points.

This report therefore forms a record of decision in relation to the installation of EV charging points as a result of this funding at three sites across the Rotherham Borough.

Recommendations

1. To approve the installation of EV charge points at the car parks at Constable Lane, Drummond Street and Douglas Street.

List of Appendices Included

Appendix 1a PART A - Initial Equality Screening Assessment
Appendix 1b PART B - Equality Analysis
Appendix 2 Carbon Impact Assessment
Appendix 3 Resident EV Survey Results

Background Papers

Sheffield City Region Mayoral Combined Authority, South Yorkshire Electric Vehicle Charging Infrastructure 2021/22, Business Case Analysis, 25 May 2021 (Arup study)

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – 20 May 2022

None

Council Approval Required

No

Exempt from the Press and Public

No

Rotherham Electric Vehicle Charging Infrastructure Expansion

Rotherham Electric Vehicle Charging Infrastructure Expansion

1. Background

1.1 The uptake of Electric Vehicles (EV) (plug-in cars and light goods vehicles) in England, Yorkshire and Rotherham has increased steadily since Government started to record the data in 2011 and this trend is predicted to continue following the Government's commitment to stop sale of petrol and diesel cars in 2030. The demand for electric vehicle charging infrastructure is therefore expected to increase, and access to public charge points will be particularly important for those without access to off street parking and to support longer car journeys.

1.2 The Council EV charging infrastructure in Rotherham consists of:

Public Charge Bays:

Site	EV Bays	
	7 Kw	22Kw
Wellgate Multi-Storey Car Park	8	2
Clifton Park Museum		2
Scala Car Park		2
Aston Service Centre		2
Rother Valley Country Park	4	
Thrybergh Country Park	2	
Wath Community Library		2
Rawmarsh Library	2	
Walker Street Car Park		2
Drummond Street Car Park		2

1.3 A national campaign has raised the issue that accessing EV charge points is a concern for vulnerable people and lighting, rain covers, clear signage and CCTV should be included where possible. Access and mobility will also be a consideration with current and future EV charge points.

1.4 SYMCA allocated £1.85m from the Government 'Getting Building Fund' to promote EV uptake across the region by increasing public charging facilities. Arup was commissioned to carry out an EV priority study across the region to identify sites that required EV charging points with a focus on:

1. Locations that align with the SYMCA Transport Strategy such as park and ride sites that will promote public transport use and sites that facilitate the electrification of taxis.

2. Other locations that satisfy a local need such as town centre parking, 'park and walk' sites, charging hubs for on-street parkers or where funding may secure additional funding from the Office for Zero Emission Vehicles (OZEV).

1.5 The project has been led by Barnsley Council and steered by SYMCA. The procurement process (led by Barnsley Council) launched the tender, using Crown Commercial Service framework, in November 2021 and the contract was awarded to EB Charging 12th January 2022.

2. Key Issues

2.1 The procurement has been structured to include the operation and maintenance (O&M) costs as part of the contract and these costs will be covered by the funding from SYMCA.

2.2 The SYMCA funded EV Chargers have provided 3 bays at each site with the following connections:

Site Name	22kW Fast Charge Points	50kW Rapid Charge Points
Constable Lane Car Park, Dinnington	1	2
Drummond Street Car Park, Norfolk Street	1	2
RMBC Car Park, Douglas Street	1	2

3. Options considered and recommended proposal

3.1 SYMCA commissioned a study by Arup to carry out an EV priority study across the region to identify sites that required EV charging points. The study informed the location of the EV chargers, however detailed site surveys resulted in some sites becoming financially non-viable due to connection costs to the national grid. The 3 sites listed at 2.2 were chosen as the most technically and financially viable sites where EV chargers are required.

- 3.2
- The recommendation is therefore that an Officer Decision is noted to record the approval of EV Charge points installed at the following sites: Constable Lane Car Park, Dinnington
 - Drummond Street Car Park, Norfolk Street
 - RMBC Car Park, Douglas Street

4. Consultation on proposal

4.1 Limited consultation has taken place with taxi drivers through the Business Regulation Team to assess the potential of conversion to EV's if rapid chargers are available. All rapid charging sites have been selected under the scoring criteria to facilitate the conversion of taxis / private hire vehicles to EV.

Ward Members were sent a copy of this report on 27th July 2023 for comment prior to approval.

4.2 A study has been carried out through the Council website, social media and a voluntary survey to identify EV owners/potential owners, location, if off-street parking is available and any perceived charging requirements for resident EV owners. The main results are at Appendix 3, in summary:

- 108 residents took part in the survey.
- EV hotspots ownership is more prevalent in Wath and Hooper.
- ~1/3rd of EV owners don't have a suitable place to charge their vehicle during the day e.g. work and 90% have suitable charging facilities at night.
- 85% stated they would use public off-road carpark charging points.
- Around 80% of fossil fuel vehicle drivers would be more likely to consider transitioning to an EV if public off-road charging points were available in their local area.

4.3 Care is taken when considering these results as the respondents constitute a very low percentage of drivers in Rotherham and additional resources are being identified to produce a full EV map of Rotherham to inform future installation projects. This survey was therefore used to validate existing locations following the initial SYMCA study, rather than justify new ones.

5. Timetable and Accountability for Implementing this Decision

5.1 The decision will be recorded on the Council website for transparency.

6. Financial and Procurement Advice and Implications

6.1 The funding for the SYMCA installation for Electric Vehicle points is 100% grant funded from Central Government Get Britain Building Fund grant that is managed / routed through South Yorkshire Mayoral Combined Authority. Rotherham was allocated £231,582.44 (17%) of the funding to install priority charge points and an additional £112,077.76 to spend according to local need.

6.2 This contract was procured compliantly as a further competition via a Crown Commercial Services (CCS) framework in collaboration with SYMCA with Barnsley Council acting as lead procurement.

6.3 Summary of final costs for installations (including 5 years Warranty, Charge Point Management System, Operation and Maintenance.

SYMCA Project Costs	
Total Douglas Street	£58,699.92
Total Drummond Street	£53,298.60
Total Constable Lane	£68,659.08

Total £180,657.60

7. Legal Advice and Implications

7.1 The Grant Agreement referred to in the body of the report contains amongst others, provisions around what the Grant money is to be spent on as set out in the body of the report, and when it is to be spent by. As stated in the report these conditions have been complied with by the Council.

7.2 The procurement undertaken in respect of the project was in compliance with the Public Contracts Regulations 2015 (as amended) and an appropriate contract concluded with the supplier.

8. Human Resources Advice and Implications

8.1 There are no human resources implications arising from this report.

9. Implications for Children and Young People and Vulnerable Adults

9.1 There are no known negative implications for children, young people or vulnerable adults

10. Equalities and Human Rights Advice and Implications

10.1 An initial equalities assessment has been carried out and the one issue that has been raised is the potential accessibility problems for EV drivers with mobility difficulties. A review of all Council EV charging points and future extensions will be carried out and further consultation with support groups. An Equalities Impact Assessment is at Appendix 1.

11. Implications for CO2 Emissions and Climate Change

11.1 The existing Council EV Charge points has saved 18.4 tonnes CO₂ between April 2019 and February 2022. Deployment of rapid charge points which tend to be preferred by EV drivers and with shorter dwell times means this figure should be accelerated going forwards due to chargers being potentially used several times each day. Monitoring and reporting of use and emission reductions will be ongoing. A Carbon Impact Assessment is available at Appendix 2.

12. Implications for Partners

12.1 There are no known negative implications for partners.

13. Risks and Mitigation

13.1 A risk log has been maintained with the following initial identified risks included:

- Excessive electrical grid connection costs will exclude charger installation – reserve alternative sites have been identified.
- Funds allocated are not spent within designated timeframes – SYMCA will be informed of progress throughout the project as part of the grant agreement and mitigating actions will be taken to prevent delays.
- SYMCA programme does not align with RMBC plans – early project discussions and regular meetings will avoid any clashes.

14. Accountable Officers

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This report is published on the Council's [website](#).