

Committee Name and Date of Committee Meeting

Cabinet – 16 October 2023

Report Title

Rotherham Council Electric Vehicle Infrastructure Expansion

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

Yes

Strategic Director Approving Submission of the Report

Judith Badger, Strategic Director of Finance and Customer Services

Report Author(s)

Andy Wilson, Energy Efficiency Officer

01709 254804 andy.wilson2@rotherham.gov.uk

David Rhodes, Environment, Energy and Data Manager

01709 254017 david.rhodes@rotherham.gov.uk

Ward(s) Affected

All

Report Summary

In March 2019, the Council declared a climate emergency. Since then the Council has annually produced a climate change action plan which covers seven themes, one of which relates to transportation. Transport is the largest emitting sector of greenhouse gas emissions, producing 24% of the UK's total emissions in 2020 and in November 2020 the Government announced the end of the sale of new petrol and diesel cars in the UK by 2030 (though this was pushed back to 2035 in September 2023). Therefore, part of the Council's climate change action plan focusses on expanding the Council's operational and Borough-wide Electric Vehicle (EV) Charging Infrastructure in support of the transition to low carbon modes of transport. This report will cover the proposed programme of work for the 2023 – 2025 period, covering sites at seven locations across the Borough, plus one reserve, which will be considered for the suitability for EV infrastructure installations and if suitable progressed and commissioned.

This report therefore details the progress made to date with regards to the installation and commissioning of EV charging infrastructure and presents several sites for future infrastructure expansion for approval as part of the forward programme of EV infrastructure installation.

Recommendations

This report recommends that Cabinet:

1. Notes the progress of the EV infrastructure expansion in Rotherham.
2. Approves the delivery of schemes as set out in the proposed forward programme.
3. Delegates authority to make any necessary technical and feasibility adjustments to the Strategic Director for Finance and Customer Services in consultation with the Cabinet Member for Transport and Environment.

List of Appendices Included

Appendix 1 Resident EV Survey Results

Appendix 2a RMBC Public EVI Retrospective Initial Equality Screening Assessment

Appendix 2b RMBC Public EVI Equality Analysis

Appendix 3 Carbon Impact Assessment

Background Papers

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

[Sheffield City Region Transport Strategy](#)

Consideration by any other Council Committee, Scrutiny or Advisory Panel

None

Council Approval Required

No

Exempt from the Press and Public

No

Rotherham Electric Vehicle Charging Infrastructure Expansion

1. Background

1.1 In June 2019 the UK became the first major economy in the world to pass laws to end its contribution to global warming by 2050. The national target will require the UK to bring all greenhouse gas emissions to net zero by 2050.

- The Council declared a Climate Emergency on 30 October 2019 and subsequently adopted the following targets:
 - The Council's carbon emissions to be at net zero by 2030.
 - Borough-wide carbon emissions to be at net-zero by 2040.

1.2 Transport is the largest emitting sector of greenhouse gas emissions, producing 24% of the UK's total emissions in 2020 (406 MtCO₂e). In November 2020 the Government announced the end of the sale of new petrol and diesel cars in the UK by 2030 (though this was pushed back to 2035 in September 2023).

1.3 Plug-in electric and hybrid vehicles now number over 1.1 million on UK roads with new registrations continuing to grow strongly in 2022 (+40%) and more affordable used EVs are now appearing on the market (used battery EV sales up 37.5% in 2022).

1.4 On 1 January 2023, there were 37,055 public EV charging devices available in the UK. To match demand this is required to increase eightfold to 300,000 devices by 2030.

1.5 In 2019 the Council installed 39 public bays of fast EV chargers at 12 sites across the Borough, with 4 sites connected to Solar PV, to supply or offset the electricity used in charging. The infrastructure for these sites is owned by the Council but the operating system is run by MER Charging UK Limited.

1.6 The existing Council EV charging infrastructure in Rotherham consists of:

Public Charge Bays:

Site	EV Bays		
	Standard 7 Kw	Fast 22Kw	Rapid 50Kw
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		3	2
Constable Lane Car Park		1	2
Douglas Street Car Park		1	2

1.7 A national campaign has raised the issue that EV charge points are a concern for vulnerable people and therefore 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.

1.8 South Yorkshire Mayoral Combined Authority (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 scoring focused on:

Criteria	Weighting
Clear use case	1
Additional or multiple use case for same equipment	1
Deliverability (ownership or full control)	4
Promotes public transport or taxis	4
Promotes active travel (e.g., 'Park and Walk')	2
Promotes economic development (use of shops / town centres)	2
Promotes equality and inclusion	2
Unique location (not seeking to compete)	2
Scope for future expansion	1

1.9 The project has been led by Barnsley Metropolitan Borough Council (BMBC) and steered by SYMCA. The procurement process (led by BMBC) launched the tender, using Crown Commercial Service framework, in November 2021 and the contract was awarded to EB Charging Ltd (now known as Blink Charging UK Limited) on 12th January 2022.

1.10 The procurement provided that additional sources of funding could be used to expand the scope of the scheme.

1.11 The SYMCA funding has enabled the installation of 3 EV Chargers at each of the sites below. The final costs of the completed installations including 5 years Warranty, Charge Point Management System, Operation and Maintenance are shown below per site.

<u>SYMCA Project Costs</u>	
Total Douglas Street	£58,699
Total Drummond Street	£53,298

Total Constable Lane	£68,659
Programme Cost	£5,152
Total	£185,808

2.0 Key Issues

2.1 The following table details the Council's available funding sources, expenditure incurred to date on fast and rapid charging provision at the recently installed sites (at Drummond Street, Constable Lane and Douglas Street Car Park) and funding remaining for the proposed expansion of public EV charging infrastructure within 2023/24

Source	Funding Available	Spend to date	Funding Remaining
SYMCA Getting Building Fund	£343,660	£185,808	£157,852
J AQU Clean Air Zone	£81,250		£81,250
Council Capital Allocation	£648,000		£648,000
Totals	£1,072,910	£185,808	£887,102

2.2 The Clean Air Zone (CAZ) funding is targeted at encouraging Taxi / Private Hire operators serving Sheffield to convert to EV and Maltby is a key area identified for this.

2.3 The Council Capital allocation is split between residential provision (addressing lack of off-street parking within a 10 minute walk-time) and public provision (e.g., car parks or destinations of interest) as follows:

		2022/23	2023/24	2024/25	2025/26
1.	Residential Charging Infrastructure	£52,000	£53,560	£55,167	£56,822
2.	Public Charging Infrastructure	£121,000	£100,000	£103,000	£106,090
	Total	£173,000	£153,560	£158,167	£162,912

2.4 The funding is being directed to optimise the spend of external funding sources under the relevant frameworks, whilst maximising the outcomes across all projects.

2.5 The proposed forward programme includes the following sites:

Site	Connector Type & Qty	Status	No. dwellings <10-min walk	Fund	Estimated costs
Greenlands Park, N Anston	2 x Rapid, 1 x Fast	In scope	831	SYMCA	£60,000
Clifton Park, Doncaster Rd	2 x Rapid, 1 x Fast	In scope	1716	SYMCA	£60,000
Laburnum Parade, Maltby	2 x Rapid, 1 x Fast	In scope	1103	Council Capital	£60,000
Mowbray Gardens Library	2 x Rapid, 1 x Fast	In scope	1317	Council Capital	£60,000
Greasborough Library	2 x Fast	In scope	1264	SYMCA	£20,000
Kiveton Park Library	2 x Fast	In scope	1262	SYMCA	£20,000
Customer Service Ctr., Maltby	4 x Rapid, 2 x Fast	In scope	887	JAQU Clean Air Zone	£85,000
Main St, Rotherham	2 x Rapid 1 x Fast	Reserve site	TBC	Council Capital	TBC
Estimated total cost of installations					£365,000

*This programme is unlikely to utilise the full Council Capital allocation, as such this will be available to support any unexpected increases in cost throughout the programme.

2.6 The definitive list of sites for this phase and specification will be determined when final designs and costings are obtained.

2.7 The forward programme therefore has seven proposed sites and an additional reserve site for investigation should the initial proposed site become unfeasible due to grid connection costs.

2.8 Full costs for each site cannot be determined until grid connection costs are assessed. This is a paid service provided by Northern PowerGrid and will form part of the final feasibility assessment of each site if the proposed programme is approved. The costs for the proposed works estimated at £365k provided above at section 2.5 are therefore indicative and subject to change. The above

programme for 2023/24 and 2024/25 would utilise the remaining external grant funding from JAQU clean air zone funds and the SYMCA funds, with the remaining costs funded through the Council Capital allocation. In total this equates to an indicative total spend of approximately £550k (including the 3 sites that have already been funded through these resources). External funding will be utilised first to meet funding deadlines, minimise any risk of funding clawback and make best use of the Council's capital budgets.

- 2.9 The procurement, undertaken by SYMCA has been structured to include the operation and maintenance (O&M) costs for five years as part of the contract and these costs will be covered by the funding from SYMCA. Throughout the duration of the contract, the assets would be owned by the Council, but the installation and ongoing maintenance is funded by SYMCA. At the end of the five years, operation and maintenance costs would become the responsibility of the Council offsetting any income generated through the units use once electricity costs and standing charges are accounted for. The SYMCA funded O&M contract expires in May 2025, after which a compliant procurement will need to be undertaken and revenue implications assessed.
- 2.10 Future sites selected will align with the Council's EV strategy. Work is currently ongoing to create this strategy and will be submitted to Cabinet for approval before the end of the Civic Year.

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.
- 3.1.1 The three sites listed at 1.12 were chosen as the most technically and financially viable sites where EV chargers are required. These sites have since been delivered. The options based on the remaining feasible sites are as follows:
- 3.2 **Option 1: Approve the forward programme of EV infrastructure assessment and if appropriate installation at the seven identified sites.**
- 3.2.1 This option recommends moving forward with further technical feasibility assessments (such as grid connectivity) and if acceptable proceed with installation at the seven remaining sites, plus one reserve, proposed above in section 2.5
- 3.2.2 These seven sites would therefore form the next stage of the wider EV infrastructure programme an support existing action within the Council's year ahead and climate change action plans.
- 3.2.3 As future sites and funding is made available, initial feasibility assessments will be undertaken for consideration against relevant funding stipulations and brought forward separately for approval at Cabinet. This will be linked to the EV Strategy. This is the recommended option.

3.3 Option 2: Do nothing.

3.3.1 Another possible option would be to not proceed with further investigation or installation at the sites proposed in section 2.5. There are limited alternative sites within the Council's land portfolio for installation of EV charging infrastructure unless significant investment is made in increasing grid capacity at certain sites, therefore no alternative sites are yet available for consideration. The seven sites detailed in section 2.5 are therefore the most appropriate locations given current constraints and suitability.

3.3.2 The options to do nothing is not recommended as it will not cater for the expanding demand of Rotherham EV users and visitors. It will also not allow for the Council's commitments with regards to EV infrastructure expansion as set out in the Year Ahead Plan to be achieved.

3.3 Recommendation

This report therefore recommends that Cabinet:

1. Notes the progress of the EV infrastructure expansion in Rotherham.
2. Approves the delivery of schemes as set out in the proposed forward programme.
3. Delegates authority to make any necessary technical and feasibility adjustments to the Strategic Director for Finance and Customer Services in consultation with the Cabinet Member for Transport and Environment.

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 taxi / private hire vehicles to EV.

4.2 A study has been carried out through the Council website, social media and a voluntary survey to identify EV hotspot locations, if off-street parking is available and any perceived charging requirements for resident EV owners. The full results are presented at Appendix 1, in summary:

- 108 residents took part in the survey.
- EV hotspots ownership is more prevalent in Wath and Hooper.
- Approximately 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 as the respondents form 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. Additional surveys will be used (including a staff survey) to expand the EV charging demand data and provide more accurate information on EV ownership and operation. This consultation has therefore been used to support existing feasibility recommendations, rather than to inform them in the first instance to avoid unnecessary bias introduced through the survey method.

4.4 Additional information was provided by respondents to inform the development of charging facilities in the future.

5. Timetable and Accountability for Implementing this Decision

5.1 Should the proposed programme of works receive Cabinet approval, the process to carry out the works will commence with a number of the sites being completed in 2023/24 and all of the sites being completed by the end of 2024/25.

6. Financial and Procurement Advice and Implications

6.1 The SYMCA funding of £343,660 for the installation for Electric Vehicle points is provided through Central Government Getting Building Fund grant that is through SYMCA as accountable body (£185,808 of this grant has already been spent). In addition, there is also grant funding of £81,250 available from JAQU and then Council funding available for the Electric Vehicle Charging Infrastructure programme of £648,000. The expenditure on the delivery of current EV charging programme sites will be contained within the available funding, to date £185,808 has been spent to deliver 9 new EV charging points across 3 sites within the borough.

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.

7. Legal Advice and Implications

7.1 The funding from SYMCA referred to in the body of the report contains amongst others, provisions around what the grant money is to be spent on and when it is to be spent by. These conditions have been complied with in respect of the EV Charging units already installed and will need to be complied with in respect of the rest of the project.

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.

7.3 As the matters set out within this report do not relate to functions which are reserved to Council in legislation or regulations, they are executive functions exercisable by Cabinet.

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 2.

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.

11.2 A Carbon Impact Assessment has been undertaken and is available at Appendix 3.

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:

- High DNO connection costs may exclude charger installation – a reserve alternative site has been identified to mitigate this risk.

- 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 programme misalignment. In the case of major project set back, the EV Capital Budget allocation is sufficient to cover any SYMCA funding clawback.
- Vandalism and theft of cables has also been highlighted as a risk. New installations are no longer being introduced without CCTV coverage and the energy team is working with the police to try to mitigate this risk further.

14. Accountable Officers

David Rhodes, Environment, Energy and Data Manager

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp	02/10/23
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	28/09/23
Assistant Director, Legal Services (Monitoring Officer)	Phil Horsfield	28/09/23

Report Author:

Andy Wilson, Energy Efficiency Officer
01709 254804 andy.wilson2@rotherham.gov.uk

David Rhodes, Environment, Energy and Data Manager
01709 254017 david.rhodes@rotherham.gov.uk

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