

Public Report
Delegated Officer Decision

Committee Name and Date of Committee Meeting

Delegated Officer Decision – Click here to enter a date.

Report Title

Rotherham Council Electric Vehicle Infrastructure Update

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

No, but it has been included on the Forward Plan

Strategic Director Approving Submission of the Report

Judith Badger, Strategic Director of Finance and Customer Services

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Ward(s) Affected

Boston Castle

Dinnington

Anston and Woodsetts

Rotherham East

Maltby East

Greasbrough

Wales

Report Summary

At Cabinet on 16 October 2023 the continued expansion of electric vehicle (EV) infrastructure at seven locations throughout the Borough was approved and the following delegation was made to the Strategic Director for Finance and Customer Services in consultation with the Cabinet Member for Transport, Jobs, and Local Economy to make any necessary technical and feasibility adjustments.

Further feasibility studies have now been undertaken on the 7 approved sites and this report therefore intends to confirm the sites, specifications and expected costs associated with the 2024 phase EV infrastructure delivery programme. In addition, the report details the mitigation measures proposed to reduce the risk of vandalism to council infrastructure and the costs associated.

Recommendations

That the Strategic Director for Finance and Customer Services in consultation with the Cabinet Member for Transport, Jobs, and Local Economy approve the following recommendations:

1. That the changes detailed to the sites, specifications and costs identified within section 2.3 are approved for delivery.

List of Appendices Included

Appendix 1a Initial Equalities Screening Assessment
Appendix 1b Equalities Analysis
Appendix 2 Carbon Impact Assessment

Background Papers

[Rotherham Council Electric Vehicle Infrastructure -Cabinet 16th October 23](#)
[Electric Vehicle Infrastructure Strategy - Cabinet 18th March 2024](#)

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Name of Committee – Click here to enter a date.

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Council Approval Required

No

Exempt from the Press and Public

No

1. Background

1.1 In March 2019, the Council declared a climate emergency and since then 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.

1.2 In March 2024, Cabinet approved the Council’s Public Electric Vehicle Infrastructure Strategy which sets out how the Council intends to improve the infrastructure network throughout the Borough and ensure a network which meets expected demand by 2040. This introduced a number of targets which are included below:

- 95% of residences to be within 3 miles of a Council owned public charge point by 2025.
- 95% of residences to be within 1.5 miles of a publicly available charge point by 2030.
- 95% of residences within a ten-minute walk (or 800 meters/ approximately 0.5 mile) of a publicly available charge point by 2040.

1.3 As of 1 January 2024, the Department for Transport reports that there were 53,677 public EV charging devices available in the UK. To match demand this is required to increase eightfold to 300,000 devices by 2030. The market for plug-in electric and hybrid vehicles is growing strongly within the UK and more affordable used EVs are now appearing on the market.

1.4 The Council has been installing and maintaining electric vehicle infrastructure for public use since 2019. The Council currently has installed 64 existing public charging bays. These are expected to grow to around 100 with planned 24/25 installations and are complemented by approximately 144 privately operated public charging bays within the Borough. There are further commercial developments underway for rapid charging hubs at Sheffield Road and the Parkway Service Area. The existing Council EV charging infrastructure in Rotherham is detailed in the below table:

Table 1: Existing Public EV infrastructure

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

1.5 The Forge Island development commissioned July 2024 adds 34 bays of Fast 7kW chargers to the Council inventory to be managed and maintained. These were procured separately through the Forge Island Design and Build contract. The Charge Point Operator is Project EV.

1.6 The Council has allocated a Capital budget which consists of £648,000 for use between 22/23 and 25/26. The Council has also been allocated a total grant of £343,660.20 from SYMCA (South Yorkshire Electric Vehicle Charging Infrastructure Project, funded by the 'Getting Building Fund') for the installation of EV infrastructure across the Borough. In addition, JAQU have also allocated £81,250 for EV infrastructure installation as part of the Clean Air Zone measures. The JAQU funding, which aims to provide Rapid charging to encourage Taxi uptake of EVs as well as general provision has been identified as suitable for installations at Maltby Customer Service Centre.

2. Key Issues

2.1 Vandalism and cable theft is a significant challenge to the roll out of EV infrastructure, both locally, regionally, and nationally. In particular, the targeting of Rapid chargers due to their cables has meant that currently all 3 sites of Rapid chargers (providing 9 bays) in Council ownership are currently out of action. It is therefore proposed that where there is a high risk of vandalism and anti-social behaviour, that only Fast chargers are installed as a temporary measure. Fast chargers are less expensive to maintain and do not have external cables which are often vandalised, removed and sold for scrap.

2.2 The procurement of devices across South Yorkshire is administered by Barnsley Metropolitan Borough Council on behalf of SYMCA and the four Local Authorities.

2.3 Final costings and recommended specifications have now been received and the proposed specification for installation is as follows:

Table 2: 2024 Programme Cost breakdown

Site	Connector Type & Qty	Fund	Initial Estimated costs	New Specification	Updated costs
Greenlands Park, N Anston	2 x Rapid, 1 x Fast	SYMCA	~£60,000	2 x fast (4 sockets)	£23,000
Clifton Park, Doncaster Rd	2 x Rapid, 1 x Fast	SYMCA	~£60,000	2 x fast (4 sockets)	£21,000
Laburnum Parade, Maltby	2 x Rapid, 1 x Fast	RMBC	~£60,000	1 x fast (2 sockets)	£14,000
Mowbray Gardens Library	2 x Rapid, 1 x Fast	RMBC	~£60,000	1 x fast (2 sockets)	£14,000
Greasborough Library	2 x Fast	SYMCA	~£20,000	1 x fast (2 sockets)	£13,000
Kiveton Park Library	2 x Fast	SYMCA	~£20,000	1 x fast (2 sockets)	£10,000
Customer Service Ctr., Maltby	4 x Rapid, 2 x Fast	JAQU Clean Air Zone, RMBC	~£85,000	Nil	£85,000
Main St, Rotherham	2 x Rapid 1 x Fast	RMBC	TBC	No longer considered due to TROs needed.	
Constable Lane, Dinnington	Replace 2 out of action Rapids with 2 x Fast	SYMCA			£26,000
Advanced Manufacturing Park	2 x Rapid, 1 Fast	SYMCA			£21,000

Contactless upgrade to installed Fast Chargers	7x Upgrades	SYMCA and RMBC			£11,500
Total installation costs					£238,500
Capitalised O & M and CPMS Costs to May 2027		SYMCA and RMBC			£62,000
CCTV Costs*		RMBC			£20,000
Total Costs					£320,500
Funded by:					
Total Council Capital					£56,250
Total SYMCA					£183,000
Total JAQU					£81,250

*CCTV costs are not yet finalised

- 2.4 The above costs include all mitigation associated with vandalism risk including CCTV, signage, and SmartWater application. CCTV costs will be finalised following procurement, but an estimate has been included based on whether a mainframe or re-deployable device is required. Mainframe devices, which connect directly to the South Yorkshire Police are best installed where anti-social behaviour and vandalism is prevalent. Operation and maintenance (O&M) costs and those associated with the Charge Point Management System (CPMS) can be capitalised as part of the SYMCA programme and are included above until May 2027. The Council Capital budget remains available if further funding is required.
- 2.5 The Rapid chargers at Douglas Street, Drummond Street and Constable Lane are out of action due to vandalism. To reduce this risk, it is proposed to retain Douglas Street which benefits from solar PV electrical supply which is currently underused, and refurbish and relocate the other 2 Rapid chargers to the Advanced Manufacturing Park and another more protected location (which is to be confirmed) to avoid unnecessary disposal of devices which are not at the end of life. Whilst there is a cost associated with these moves (included in the above table), this will allow best use of Council funds whilst still expanding the network. Constable Lane will still have Fast charging provision, with the Rapid device replaced with Fast chargers which are less likely to be vandalised.

- 2.6 As part of the original site options, the potential to install a public charger at Riverside House was suggested as a reserve site. However, this site has now been discounted due to the restrictive Traffic Regulation Orders in place.
- 2.7 Installation is now expected in Q2-3 2024.
- 2.8 The Public ChargePoint Regulations 2023 came into force in 24 November 2023 and place additional requirements on charge point operators with regards to payment types for charge points over 7kW. It is the intention that the specifications described above will comply with the requirements of these Regulations.
- 2.9 The above funds are proposed to be taken from a mixture of Council Capital EV Infrastructure budget and SYMCA funding. £56,250 of which from the Council allocated Capital funds, £81,500 from JAQU and £183,000 from SYMCA funding. A break down is included in Table 2 in section 2.3 above.
- 2.10 Further sites will be brought forward for consideration as they are identified.

3. Options considered and recommended proposal

3.1 Option 1: Approve the specification of the sites as listed in section 2.3 for delivery as part of the 2024/25 installation programme.

3.1.1 The table included in section 2.3 details the recommended updated programme, based on a reduced use of Rapid chargers, installation of CCTV, upgrades to allow contactless payment and capitalisation of O & M costs for the programme utilising a mixture of the SYMCA, JAQU and the Council's capital budget for delivery. The replacement of Rapid with Fast devices is recommended based on site specific factors such as security, CCTV coverage, footfall, and historic anti-social behaviour. As per the commitments of the EV Strategy, the Council will continue to link type of charger with demand where it is cost effective to do so. As demand increases individual sites will be reassessed to ensure that provision is sufficient.

3.1.2 This is the recommended option as it allows for the best use of SYMCA funding for investment into the Borough. Installation of the above sites will also move the Council closer to establishing a wider network of EV infrastructure to support the increasing demand for public chargers and meet the Council's target of 95% of all residences to be within 3 miles of a Council owned charge point by 2025.

3.1.3 This option also includes the replacement of the out of action rapid charger points with fast chargers at Dinnington whilst refurbishing and moving the Rapids to the Advanced Manufacturing Park.

3.1.4 This is the recommended option.

3.2 Option 2: Do nothing.

3.2.1 The option to do nothing is not recommended as it will not cater for the expanding demand of Rotherham's 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 EV infrastructure Strategy to be achieved.

3.3 Option 3: Continue with the original installation plan.

3.3.1 Table 2 in section 2.3 details the original planned sites and the inclusion of Rapid chargers. This option is not recommended as the continued installation of Rapid chargers at sites where vandalism is expected risks inappropriate use of Council funds.

3.3.2 Whilst Fast chargers are not immune to vandalism, they are more resilient and lack the external cables which can be removed relatively easily with the relevant tools and sold for scrap. They are also cheaper to maintain and refurbish if vandalism does occur, minimising the impact on Council revenue.

3.3.3 This option is therefore not recommended.

4. Consultation on proposal

4.1 There has been no specific public consultation on this report.

5. Timetable and Accountability for Implementing this Decision

5.1 It is expected that works will be completed by end of Q3 2024. The use of the SYMCA procurement framework is dependent on the resolution of contract issues which are currently restricting delivery.

5.2 Further sites are currently being reviewed for feasibility and these will be brought forward when they are available for approval.

6. Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)

6.1 The total capital budget available is £1,072,910 funded by a council capital allocation of £648,000, grant of £343,660.20 from SYMCA (South Yorkshire Electric Vehicle Charging Infrastructure Project, funded by the 'Getting Building Fund') for the installation of EV infrastructure across the Borough and an allocation of £81,250 from JAQU for EV infrastructure installation as part of the Clean Air Zone measures. The expenditure outlined in the report will be funded as outlined in para 2.3, Table 2.

6.2 The procurement of devices are to be purchased via an established contract and as such there are no direct procurement implications associated with the recommendations detailed in this report.

7. Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)

7.1 As stated above the proposed EV charging points to be supplied are in accordance with the Public Charge Point Regulations 2023. These Regulations set out specific requirements in respect of price, payment and reliability of the charging points.

7.2 The charging points are being procured by a compliant process and the provision of the charging points as referred to, is consistent with the requirements of the different sources of funding set out within the report.

8. Human Resources Advice and Implications

8.1 There are no implications for human resources.

9. Implications for Children and Young People and Vulnerable Adults

9.1 There are no implications for children, young people and vulnerable adults.

10. Equalities and Human Rights Advice and Implications

10.1 The Council's Public EV charging strategy commits the Council to considering the Accessibility requirements of each site and meeting so far as is reasonably practicable the specification as detailed in BSI PAS 1899.

10.2 An equalities assessment is available at Appendix 1.

11. Implications for CO2 Emissions and Climate Change

11.1 Whilst the preferred method of transport should be by active means such as walking, cycling or scooting, this is not always going to be appropriate and considering the variety of abilities, needs and conveniences, transportation by car is likely to still play a substantial role in a sustainable future.

11.2 Electric vehicles have zero tail pipe emissions and have a lower carbon footprint than petrol and diesel alternatives with internal combustion engines. They also still emit carbon through their electricity use which will decarbonise as the National Grid becomes increasingly powered through renewable energy. Even after this, there will still be carbon emissions as a result of the cars manufacture, maintenance and end of life. When compared with petrol and diesel alternatives, this is still less carbon intensive over the lifetime of the vehicle. A transition away from petrol and diesel vehicles is therefore in support of the Council's net zero by 2040 target.

11.3 There will also be some short-term emissions as a result of the construction of this infrastructure, but the delivery of these works is important for the provision of a robust network of EV charging infrastructure supporting the decarbonisation of the Rotherham Borough.

11.4 A Carbon Impact Assessment is available at Appendix 2.

12. Implications for Partners

- 12.1. There are minimal implications for partners as a result of this decision. However, the scheme is funded by SYMCA. The EV Infrastructure Officer will continue to work in partnership with SYMCA and South Yorkshire's Local Authorities to ensure appropriate coverage across the South Yorkshire region.

13. Risks and Mitigation

- 13.1 Vandalism: Despite the changes to specification, the devices may still be subject to vandalism though are more resilient and damage is more likely to be superficial and will be less expensive to replace. As part of any new installations, CCTV will be installed along with SmartWater and the appropriate signage to act as a deterrent.
- 13.2 Lowered demand: Changes to the charger type from Rapid to Fast may mean that the devices are less well used with commuters and visitors favouring Rapid charge point in areas of high footfall. However, the majority of Council charger locations are placed to support residential uptake of EVs and are therefore focussed on expanding the network ahead of demand.

14. Accountable Officers

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Name, Job Title

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