

Committee Name and Date of Committee Meeting

Cabinet – 15 December 2025

Report Title

Rotherham (SYMCA) Local Electric Vehicle Infrastructure (LEVI) Fund

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)

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Ward(s) Affected

Borough-Wide

Report Summary

It is proposed that Rotherham Metropolitan Borough Council participate in the South Yorkshire Mayoral Combined Authority (SYMCA) Local Electric Vehicle Infrastructure (LEVI) Fund programme.

This initiative, supported by Government funding, aims to accelerate the deployment of public electric vehicle (EV) charging infrastructure in the South Yorkshire region. This will see the identification of Council land and property, both off street and on street, for the provision and installation of EV Chargers.

Based on a concession contract, the Scheme and fund will be procured and managed by SYMCA but the day-to-day management of the contractor/ concessionaire within Rotherham will be the responsibility of the Council to deliver, which includes review and identification of Council land and property with the contractor. It is expected that this Scheme will provide between 500 and 1,500 additional charge points throughout Rotherham subject to site suitability and other dependencies as outlined within this report.

This report therefore details the way in which the Council is expected to participate in this Scheme and proposes a governance approach to ensure both the Council's requirements and the individual needs of the Borough's varied wards are captured.

Recommendations

That Cabinet:

1. Approve the inclusion of the Rotherham Borough within the regional South Yorkshire Mayoral Combined Authority (SYMCA) Local Electric Vehicle Infrastructure (LEVI) funded programme and Rotherham Council's role in its procurement and delivery.
2. Delegate authority to the Assistant Director, Property and Facilities Services in consultation with the Cabinet Member for Transport, Jobs and the Local Economy and relevant ward members for the approval of any contracts or conditions (including for the use of Council land and property) as well as the delivery, monitoring and site approvals in relation to the SYMCA LEVI Fund.

List of Appendices Included

Appendix 1 LEVI Main Fund Equalities Screening Part A
Appendix 2 LEVI Main Fund Equalities Impact Assessment Part B
Appendix 3 Climate Impact Assessment

Background Papers

[Rotherham Public Electric Vehicle Infrastructure Strategy - Cabinet, March 2024](#)

Consideration by any other Council Committee, Scrutiny or Advisory Panel
None.

Council Approval Required

No

Exempt from the Press and Public

No

Rotherham (SYMCA) Local Electric Vehicle Infrastructure (LEVI) Fund

1. Background

- 1.1 In 2015, the Council began its work to install Public EV charging points across the Borough. Since then, the Council has installed 108 parking bays with charging infrastructure and continues to expand this infrastructure through its existing schemes and capital allocation. Transport for North have produced various future EV uptake scenarios indicating demand for residential charging in Rotherham will be between 1,038 and 1,665 devices in 2035 and between 1,208 and 1,954 devices in 2040.
- 1.2 In March 2024, Cabinet approved the Council's Public EV Infrastructure Strategy which set out the way in which the Council plans to deliver infrastructure across the Borough and the standards it commits to meet. The Strategy recognises that the delivery of EV charging infrastructure is not purely a Council endeavour and that the Council has a role in encouraging private investment and delivery of charge points, particularly where there is a commercial case for the infrastructure. A key commitment of this Strategy is that in order to meet expected demand by 2040, the majority of Rotherham residences should be within a ten-minute walk (approximately 800m) of a public charge point.
- 1.3 In 2023 SYMCA were allocated £8,915,000 Local EV Infrastructure (LEVI) capital funding to deliver a network of EV infrastructure across the region by entering into a concession arrangement with a Charge Point Operator (CPO) who will be responsible for investment, planning, installation and subsequent operation and management of the charge points.
- 1.4 The LEVI Fund is a Government initiative designed to:
 - Accelerate the rollout of local EV charging infrastructure, especially for residents without off-street parking.
 - Support local authorities with both capital funding (for infrastructure) and capability funding (to build internal expertise and capacity).
- 1.5 These aims clearly align with the Council's Strategy for delivery of public EV charging and the scheme could provide funds to deliver in the least commercially suitable locations, providing provision and equity in charge points across the Borough.
- 1.6 LEVI encourages collaboration with private sector Charge Point Operators (CPOs). The intention is to unlock investment, reduce public sector risk, and accelerate rollout. Authorities are expected to use concession contracts or similar models where the private sector designs, installs, operates, and maintains the infrastructure for a period of 15 years.
- 1.7 LEVI, and its supporting body, the Energy Savings Trust, have provided extensive guidance for this Scheme including in relation to the procurement process which the regional team have taken into account as part of their procurement strategy.

2. Key Issues

- 2.1 It is anticipated that the Rotherham Borough will receive approximately 20% (£1.6M) of the allocation in the provision of infrastructure (i.e. not monies given to the Council, but the value of works carried out by the Contractor and funded by SYMCA), subject to final agreement and SYMCA's retention. The allocation is designed to enable EV Infrastructure (EVI) installations, whilst supporting less commercially attractive locations ahead of demand. A procurement approach is being designed to attract a contractor/ concessionaire for 15 years to deliver the programme at no cost to the Council. The Contractor will also look to directly fund more commercially opportune areas, between 20% – 100% of the programme value, giving a total capital investment value of between £1.9M to £3.2M for the Rotherham Borough.
- 2.2 In addition to the capital investment expected into the Rotherham Borough, the Scheme also includes a concession fee (revenue) income which is expected to be paid to each Local Authority for delivery. The model for this is not fully defined but it is expected to be sufficient to cover costs associated with hosting the existing EV Infrastructure Officer to enable the delivery of this work and as such should be considered for this purpose.
- 2.3 The Scheme is expected to deliver a minimum of 500 charging devices at the lowest estimate of supplier contribution and up to 1,500 at the higher end, if the contractor/concessionaire is to self-invest in further capacity as the programme matures.
- 2.4 The lower estimate can comfortably meet the Council's Public EV Infrastructure Strategy 2040 target, that the majority of Rotherham residences should be within a ten-minute walk (approximately 800m) of a public charge point, provided an adequate geographic spread of locations can be identified. However, whilst this provides geographical coverage, this is unlikely to meet the full expected demand for residential charging as modelled by the Department for Transport unless the programme is sufficiently viable to lead to further private investment by the provider.
- 2.5 In order to participate in, and benefit from this Scheme, the Council will be required to enter into an Inter-Authority Agreement, or Memorandum of Understanding to ensure each party (or Authority) adheres to the requirements of the contract. An overview of these requirements and their implications is outlined in section 7.
- 2.6 The complicated nature of this Scheme will require robust governance, reporting, and project management. Whilst the day-to-day management of this programme will be managed via the existing EV Infrastructure Officer, there will be a need for internal approvals and governance to ensure the sites selected are in line with the Council's Public EVI Strategy and other policies.

- 2.7 As part of the procurement, bidders will be expected to provide a proposed plan for delivery, however the indicative project phasing and outputs expected are outlined below.
- 2.8 The aim is to establish broad working principles across a wide range of sites in the initial phase, whilst providing an acceptable level of geographic and Ward coverage and therefore visibility for the programme to promote interest and engagement. This will then lead to an accelerated programme to secure minimum provision across all Lower Super Output Areas (LSOA's – groups of between 400 and 1,200 households) and meet estimated demand across the borough in the main phase. The concession will then become self-managed by the contractor/concessionaire with little likelihood of further grant support required to finalise installations in the least commercial or feasibly difficult sites. Once grant funding is exhausted the concession will be self-reliant for expansion as demand for charging increases.
- 2.9 An initial one year and five-year plan, with annual refresh, will be provided by the contractor/concessionaire, allowing annual review of progress and expected outcomes. This will be reviewed by Rotherham Council and then agreed. The contractor/concessionaire will be responsible, in collaboration with the delivery Officer(s), for carrying out comprehensive stakeholder consultation and communication exercises. This will also provide an opportunity for councillor consultations to be undertaken. An update will be included as part of the Climate Emergency Annual Cabinet report, looking backwards at the success of delivery and also looking forwards to the future years' plan.
- 2.10 **Project Phasing and Outputs Expected**

The table below shows the level of funding from SYMCA, and the estimated number of charge points that will be delivered over the life of the programme (15 year). Years 10 to 15 will not be funded through SYMCA and the contractor will be expected to self fund.

Output description	Estimated Number of Charge points	Value from LEVI Fund (£000s)
Initial phase of charge point installations (more commercial sites) years 1 – 2. Mainly at contractor/concessionaire cost, 10% of grant support	200	160
Main phase of charge point installations (mixed commerciality sites) years 3 – 5. 80% of grant support.	1,000	1,280
Ongoing site opportunities years 5 -10 10% of grant support	200	160
Business as usual – contractor/concessionaire responds to increasing demand e.g., through expansion of existing sites	100	0
TOTAL	1,500	1,600

- 2.11 The Scheme is also subject to several dependencies. These include:
- Availability of grid capacity and timely engagement with Northern Powergrid.
 - Adequate data and interpretation.
 - Community consultation.
 - Co-ordination and support with Planning and Highways.
 - Availability and space for residential charging hubs and/or highway adaptations for feasibility of where a Highways Scheme includes parking.
 - Successful procurement and concession outcome to avoid shortfall in delivery of sites.
 - Suitable site proposals.
- 2.12 SYMCA intends to begin procurement, subject to all four Local Authority approvals, in late December 2025 or early January 2026.
- 2.13 The Council is increasingly receiving queries in relation to cross pavement solutions such as gulleys and other infrastructure. At present, cross pavement infrastructure is not permitted via the Highways Authority's existing policies and would require additional permissions and policy changes. Whilst Central Government have published guidance to Local Authorities on this matter, there are serious concerns remaining over managing risks associated with electrical safety and legal risk. Cross pavement solutions are therefore outside of the scope of this decision; however the regional working group is considering this and its numerous challenges and the procurement will be future proofed to enable the delivery of such infrastructure should this be subsequently approved. Where any changes occur, either at a national or local level, Cabinet will be advised and relevant approvals sought.
- 2.14 An annual review of progress will also be provided to Cabinet as part of the Climate Emergency Annual report.

3. Options considered and recommended proposal

3.1 Option 1: Do nothing.

- 3.1.1 To be inactive on this project would have regional implications for the continuation of the project: SYMCA require the Council to provide insight, oversight and approvals for site allocations as the project progresses and without this input the Rotherham Borough would not receive its allocated quota of sites. The project therefore requires governance to ensure appropriate delivery across the Borough. It is not anticipated that there will be any further funding opportunities for public EV Infrastructure. This would mean that the Council would either need to provide additional capital funds for delivery of its EV charging strategy or not meet resident demand for EV infrastructure by 2040.

3.1.2 The Council would also not be able to receive any income associated with the scheme.

3.1.3 This option is therefore not recommended.

3.2 **Option 2: Participate in the SYMCA LEVI Funded Scheme**

3.2.1 This is the recommended option. Participation in this scheme will allow the Council to meet its targets for EVI delivery and move towards the Department for Transport's expected demand requirements by 2040.

3.2.2 This scheme also reduces the maintenance burden of EV Infrastructure and allows the migration of the Council's stock to the contractor/concessionaire in the future if this is desirable. Following the initial set up phase, the management of the contract will be self-funding through the concession income and low maintenance.

3.2.3 A consistent and joined up approach across the region is desirable as it will reduce the need for multiple applications, accounts or payment methods to access the devices.

3.2.4 It is important that the Rotherham Borough's needs are taken into account throughout this extensive project. The sites selected are likely to be a range of existing Council car parks, destination chargers, hubs, and potential highway schemes, where the provision of parking forms part of that or a future scheme. It is proposed that the EVI Officer manages this project, and that authority is delegated to the Assistant Director of Property and Facilities Services in consultation with the Cabinet Member for Transport, Jobs and the Local Economy and relevant ward members to approve the use of these sites and Council land and property, detailed in the Recommendations Section. Ward member consultation will be particularly important as the project progresses, and the simpler car parking sites are covered. This will allow for consideration of the individual characteristics and housing profiles of each ward to be accounted for.

3.2.5 It is therefore recommended that Cabinet approve:

1. The inclusion of the Rotherham Borough within the regional South Yorkshire Mayoral Combined Authority (SYMCA) Local Electric Vehicle Infrastructure (LEVI) funded programme and Rotherham Council's role in its procurement and delivery.
2. Authority to the Assistant Director, Property and Facilities Services in consultation with the Cabinet Member for Transport, Jobs and the Local Economy and relevant ward members for the approval of any contracts or conditions (including for the use of Council land and property) as well as the delivery, monitoring and site approvals in relation to the SYMCA LEVI Fund.

4. Consultation on proposal

- 4.1 No public consultation has been undertaken specifically on this scheme, however where required and through the implementations at sites, consultation will take place. Relevant Cabinet Members will be consulted through the progress of the scheme and an annual update as part of the broader Net Zero report will be provided to Cabinet, looking backward and forward at the programme.
- 4.2 An on-going data gathering exercise has been used to inform the proposed locations of the existing programme of EVI provision and residents can continue to input into this online form as needed. This form can also be used to report issues or faults with the Council's existing devices.
- 4.3 Alongside the ongoing discussions around Highways, there will be further conversations internally in relation to the practical process for land release and car parking impacts.
- 4.4 Following procurement, it is proposed that a steering group is set up for governance of the Scheme's delivery. Consultation with ward councillors and affected residents will form part of the concession contract and will be undertaken by the contractor/concessionaire as a deliverable. The Council would be expected to support this work but would not directly lead this activity.

5. Timetable and Accountability for Implementing this Decision

- 5.1 An indicative time frame will be provided as part of the procurement submission by prospective contractors/concessionaires based on realistic timeframes and any expected dependencies. An outline is provided in section 2.8.
- 5.2 As SYMCA is the Lead Authority, the project will be subject to their internal timelines, and the above is therefore indicative only.

As part of a SYMCA Steering Group, with South Yorkshire Local Authority and SYMCA Membership, the Council will have accountability for timely delivery of its responsibilities including:

- 1. Communicating with the other Authorities.
- 2. Championing the Project within the Council and throughout the Borough.
- 3. Securing, as far as possible that any matter which is recommended to that Authority by SYMCA for decision shall be considered and determined expeditiously and having due regard to the benefits to each Authority of the joint implementation of the Project.

4. Ensuring that their Authority provides the support, of whatever kind, necessary to secure the effective achievement of the Project.
5. To approve sites and locations for charge points across Council and Highways locations as appropriate.
6. Effective communication with the contractor/concessionaire in stakeholder communication and scheme promotion.
7. To oversee, monitor, review and ensure quality installations in the Rotherham Borough.
8. To report internally to SYMCA and to LEVI progress and challenges associated with the implementation of the project.

Therefore, a joined-up approach in providing necessary approvals and permissions, in a timely manner is key.

6. Financial and Procurement Advice and Implications

- 6.1 The recommendation of this report is to enter into the South Yorkshire Mayoral Combined Authority's (SYMCA) Local Electric Vehicle Infrastructure (LEVI) funded programme. SYMCA was awarded £8.915m of capital funding of which the Council will benefit from approximately 20%. This is based on regional population and demand for Electric Vehicle Infrastructure (EVI). The Council will not directly receive the capital funding but will benefit from its outputs as detailed in 2.9.
- 6.2 As the programme develops over its 15-year lifespan, the Council will receive payment from the eventual operator of the infrastructure. The contractor/concessionaire will pay SYMCA a fixed amount each year which SYMCA will then distribute across all Local Authorities. This revenue income will be used to fund an EV officer employed by RMBC, as suggested by SYMCA. The amount that the Council will receive each year will be confirmed as part of the contractor/concessionaire procurement.
- 6.3 There are no direct procurement implications for the Council in relation to the recommendations detailed in this report. As set out in the body of the report and within the Legal implications below, SYMCA will act as the lead authority for this procurement ensuring compliance with the Procurement Act 2023. As the lead they will procure and manage the final Concession Agreement.

7. Legal Advice and Implications

- 7.1 As set out in the body of the report, a Concession Agreement is to be procured by SYMCA as lead authority, for an appropriate Charge Point Operator to undertake installation of LEVI funded EV infrastructure across South Yorkshire. The Council will be a party to the resulting Concession agreement. The procurement exercise is to be carried out by SYMCA in

compliance with the requirements of the Procurement Act 2023 and the requirements of and guidance from LEVI as the ultimate funder of the overall project.

- 7.2 As referred to above, an Inter Authority Agreement is to be completed by the Local Authorities and SYMCA and this will set out the relative obligations of the parties. Under this agreement SYMCA will be responsible for acting as lead authority and the management and operation of the Concession Agreement with the CPO. This will include receiving and managing the Government funding, distributing payment to the Charge Point Operator based on verified installations, receiving the revenue share payments from the Charge Point Operator and distributing those payments to the Local Authorities as agreed.
- 7.3 The Council's responsibilities under the IAA will include collaboration with SYMCA and the CPO to identify and approve selected sites for the EV charging infrastructure, verification of installation of Charging Points and confirmation of satisfactory completion to SYMCA and to put forward proposals for any further non-LEVI EV infrastructure to be included in the programme for consideration by the CPO.
- 7.4 Therefore, the Council will be required to feed into the project in terms of location and suitability of sites within the Borough. The consideration and decisions in relation to this issue are to be delegated to the Assistant Director of Property and Facilities Services as set out in Recommendation 2, with the governance structures in respect of this selection process as described in the body of the report. Further, due to the nature of the project, it is anticipated and intended that the installations made pursuant to the Concession Agreement will be on available Council land, hence the further approval requested in this regard in Recommendation 2.

8. Human Resources Advice and Implications

- 8.1 There are resource implications for taking part in this scheme. Although SYMCA will be responsible for dispensing funding, it is expected that the Council will be required to manage, monitor and arrange the relevant leases and wayleaves for undertaking the work on Council land. It is understood that the existing resource in the form of the EV Infrastructure Officer post will provide the majority of the project management for this work. However, it is expected that this will present a resource pressure for the Council, at least in the short term whilst the Council's existing commitments are being delivered, and consideration is being given to an additional fixed term post of an EV Officer who will support the EV Infrastructure Officer.
- 8.2 The project requires cross-departmental collaboration, with support needed from HR, Finance, Legal, Highways, Housing, Equalities, and Transportation. This necessitates clear role definitions and coordinated planning to ensure sufficient capacity and expertise are available across all contributing teams.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 There are limited implications for children, young people and vulnerable adults as a result of this decision.

10. Equalities and Human Rights Advice and Implications

- 10.1 The Council has committed to delivering EV charging infrastructure with the BSI PAS 1899:2022 standard in mind. This is British standard that sets out the requirements and good practice for making public electric vehicle (EV) charging points accessible to everyone, including disabled and older people. This will be reflected in the procurement as it is recognised regionally that an equitable roll out of EV charging infrastructure is important. However, it should be noted that the varied sites likely to be involved in this scheme may mean that full adherence to this standard may not be technically feasible, though best endeavours will be required of any appointed contractor/concessionaire.
- 10.2 An Equalities Screening and Impact assessment are included within Appendix 1 and 2.

11. Implications for CO₂ Emissions and Climate Change

- 11.1 There will be scope 3 carbon emissions, the indirect greenhouse gas emissions that occur through the Council's supply chain, associated with the delivery of this scheme as a result of the construction, transportation, maintenance and management of the charge points throughout the lifetime of the contract. However, the reduction in emissions associated with the transition to low carbon passenger vehicles will be beneficial to the Borough's carbon emissions.
- 11.2 The scheme itself is designed to encourage the uptake of low carbon transport, in particular supporting those without driveways to transition to electric vehicles. As such this scheme directly supports the Council's net zero by 2040 targets and will positively impact the Borough's carbon emissions.

12. Implications for Partners

- 12.1 The improvement of the EVI network throughout the Borough may support the uptake and decarbonisation of partners' transportation.
- 12.2 There may also be beneficial resilience implications for partners, for example should partner infrastructure fail or be subject to power issues, availability of localised devices could ensure continued service provision.

13. Risks and Mitigation

- 13.1 The concession arrangement reduces the risks associated with vandalism and maintenance costs associated with management of the devices.
- 13.2 Resource pressures are likely to be intensive as the scheme is being set up. Procurement evaluation, site selection, legal management.
- 13.3 The Council will retain the following risks:
- Insolvency of contractor/concessionaire at some point in the 15 year programme which would require Council intervention to maintain provision.
 - Poor performance of concession leading to adverse reaction and management challenges.
 - Substantial changes in political and / or social attitudes to EV and climate change agendas could mean that the demand for EVI is not as expected. However, it should be noted that sales of EVs continue to rise nationally and locally.
- 13.4 Mitigation of the above risks will be included within the regional contract where feasible, though as in all contracts the risk of insolvency remains.

14. Accountable Officers

Kevin Fisher, Assistant Director, Property & Facilities Services.

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	John Edwards	26/11/25
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	25/11/25
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	24/11/25

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