

Committee Name and Date of Committee Meeting

Cabinet – 19 June 2023

Report Title

Electric Vehicle Charging Project – Drummond Street Car Park

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

Yes

Strategic Director Approving Submission of the Report

Paul Woodcock, Strategic Director of Regeneration and Environment

Report Author(s)

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Ward(s) Affected

Boston Castle
Rotherham East

Report Summary

This report seeks to obtain approval for the Electric Vehicle Charging Project at Drummond Street Car Park, contributing to the Council's Net Zero 2040 Carbon Targets. The project includes Electric Vehicle (EV) charging systems using power from solar photovoltaic (PV) canopies and will be funded through a combination of Government Local Electric Vehicle Infrastructure (LEVI) pilot funding and private investment.

Recommendations

1. That Cabinet approves the £1.29m funding into the Capital Programme for the delivery of the Electric Vehicle Charging Project at Drummond Street Car Park, subject to planning approval.
2. That Cabinet approves the procurement of a concession contract to design, install and operate the Electric Vehicle Charging systems.

List of Appendices Included

Appendix 1 Location Plan, Project Summary

Appendix 2 Equalities Assessment

Appendix 3 Carbon Impact Assessment

Background Papers

[Office for Zero Emission Vehicles - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

[Apply for local electric vehicle infrastructure \(LEVI\) pilot funding - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

Consideration by any other Council Committee, Scrutiny or Advisory Panel

No

Council Approval Required

No

Exempt from the Press and Public

No

Electric Vehicle Charging Project – Drummond Street Car Park

1. Background

- 1.1 The Council declared a Climate Emergency on 30 October 2019.
- 1.2 Transport is the largest emitting sector of greenhouse gas emissions, producing 24% of the UK's total emissions in 2020. In November 2020 the Government announced the end of the sale of new petrol and diesel cars in the UK by 2030.
- 1.3 There are now over 1.1 million plug-in electric and hybrid vehicles on UK roads with new registrations continuing to grow strongly in 2022 (+40%) and more affordable used EVs are now appearing on the market.
- 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 30 public bays of fast EV chargers at 10 sites across the Borough, with 4 sites connected to Solar PV to supply to offset the electricity used in charging. An additional 9 charge points have been installed so far using funding from SYMCA in 2022/23.
- 1.6 This infrastructure forms a strong platform for the further expansion of the EV network which will be informed by the development of an Electric Vehicle Charging Strategy.
- 1.7 One of the Borough-wide challenges is to support households who do not have access to off-street charging. To start to tackle this, the Council has been successful in its bid for £1,290,000 for LEVI Pilot Funding to install public EV chargers and Solar PV Systems at Drummond Street Car Park, which is within 10 minutes' walk of over 2000 homes without off-street parking, and which will also provide a high quality charging facility in the Town Centre.

2. Key Issues

- 2.1 The Council has secured £1.29 million funding from the LEVI Pilot fund for a Solar PV Canopy and EV charge point scheme located on Drummond Street Car Park, Rotherham. A location map, project summary and visualisations are at Appendix 1.
- 2.2 The LEVI Scheme is aimed at reducing inequality between those who can charge on a driveway at domestic tariffs and those forced to charge using public infrastructure at commercial rates, because they do not have off-street parking available. Consideration will be given to the financial and legal feasibility of enabling a portion of the savings derived from the PV output to provide a reduced rate for authenticated and approved Rotherham residents.

- 2.3 There are over 2000 dwellings without off-street parking area within a 10-minute walk of Drummond Street Car Park. The Drummond Street site would offer opportunities for overnight charging by local residents, daytime charging for commuters and shoppers, and a convenient charging location for Taxi / Public Hire Vehicles (PHV).
- 2.4 The proposal requires a private sector contribution to install and run the EV Charge Point infrastructure, which is anticipated to be on a concession basis for a minimum of 7 years as specified by LEVI.
- 2.5 The bid conditions require that at least £330k of private sector match funding will be secured and that private sector partners would own and operate the EV assets in return for a revenue concession.
- 2.6 A procurement of a concession contract is therefore required to design, install and operate the Electric Vehicle Charging systems. Soft market testing indicates there is a competitive field of suppliers ready and available in the market.

3. Options considered and recommended proposal

- 3.1 **Option 1 (Preferred Option)** – Funded by the LEVI grant and private sector investment contribution, install the following assets on Drummond Street Car Park:

Serial	Asset	Number	Size
1.	Solar PV Canopy	1	320kW
2.	Battery	1	0.5MW
3.	EV Charger Fast	20 bays	7kW
4.	EV Charger Rapid	4 rapid bays + 2 fast 22kW bays	50kW
5.	EV Charger Ultra-Rapid	4 u-rapid bays + 4 fast 22kW bays	200kW DC

The Scheme provides different charging speeds at one location. No other site or combination of sites considered in Rotherham offered the broadest opportunity to attract users of different profiles and at different times of day making this location particularly attractive to a partner operator.

- 3.2 **Option 2** – Install smaller EV charging schemes throughout the Borough, funded internally and without the benefits of Solar PV to provide renewable energy. If this option was chosen the Council would lose the LEVI funding.

4. Consultation on proposal

- 4.1 Consultation and engagement has been carried out with the Energy Saving Trust (EST) and the Government's Local Electric Vehicle Infrastructure (LEVI) Team for compliance with LEVI scheme rules, strategic fit, meeting customer needs, innovation, strength of delivery plan, value for money and additionality. Planning permission will be

required for the Scheme and will be subject to statutory consultation via this process.

- 4.2 A public consultation survey was carried with the results identifying:
- Almost one third of EV owners did not have a suitable place to charge their vehicle during the day.
 - Around 85% of EV users would use public off-road car park charging points.
 - Nearly 80% of petrol and diesel vehicle drivers would be more likely to consider transitioning to an electric vehicle if public off-road car park charging points were more readily available in their local area.
 - The main concerns raised by survey participants relates to charging point maintenance, parking/charging fees, charging speeds, safety, disabled access and ensuring that spaces aren't occupied by petrol and diesel vehicles.

5. Timetable and Accountability for Implementing this Decision

- 5.1 Asset Management will be responsible for implementing the decision in accordance with the timetable below:

Milestone	Date
Cabinet Approval	Q2 23/24
Contractor Procurement	Q2 23/24 – Q3 23/24
Planning Application	Q2 23/24 – Q3 23/24
Installation and commissioning of the systems	Q3 23/24 – Q1 24/25

6. Financial and Procurement Advice and Implications

- 6.1 The Council has been successful in its bid to the Office for Zero Emission Vehicles for £1,290,000 for funding to install public EV chargers and Solar PV Systems. The grant is awarded from a national funding stream managed by Energy Savings Trust (EST) that amounts to £0.5bn. Allocations were set at regional/local basis. This is a 'pilot fund' bid and if successful could lever in further funding. The EST provide consultation and feasibility support.
- 6.2 The bid conditions assume uncapped (% to be agreed) private sector match funding of at least £330k. The Council will seek private sector partners that would own and operate the EV assets in return for a revenue concession. The initial cost being funded by the £1,290,000 grant. Soft market testing indicates there is a competitive field of suppliers ready and available in the market.
- 6.3 Potential site rental, revenue or profit share is undetermined at this time and subject to the procurement exercise. Any future maintenance, revenue and profit share would be based on concessions ring fenced and

de-risked to the private suppliers. Connections and returns to the Council will support selectively additional subsidy for more EV connections (e.g. residents or local taxi firms, for example) but would have to be in in scope with the grant terms.

- 6.4 The activity detailed in this report, must be procured in compliance with the Concession Contracts Regulations 2016 and the Council's own Financial and Procurement Procedure Rules.

7. Legal Advice and Implications

- 7.1 Other than the fact that planning permission will be required for Option 1, there are no substantive legal implications arising out of the content of this report.

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 No implications identified.

10. Equalities and Human Rights Advice and Implications

- 10.1 Implications identified through the equalities assessment and attached at Appendix 2 includes:

- Additional space required for vehicle entry / egress (as per disabled parking bays).
- Additional space required to manipulate charging equipment required.
- Charger displays need to be at a height suitable for wheelchair users, offering alternative languages and clear graphic displays to assist those with reduced sensory or cognitive ability, and those for whom English is not the first language.

11. Implications for CO2 Emissions and Climate Change

- 11.1 Positive implications have been identified within the Carbon Impact Assessment at Appendix 3, including:

- Average of 207,662kWh solar PV generated PA saving 40 Tonnes of Carbon per year.
- Reducing emissions from fossil fuel vehicles by:
 - Average CO₂ emission diesel: -160g/km
 - Average CO₂ emission petrol: -173g/Km

12. Implications for Partners

- 12.1. No implications identified.

13. Risks and Mitigation

13.1 The main risks include:

- a. Unable to complete works funded from Government within the timeframes and costs agreed in the grant offer letter.
Mitigation – Accurate planning and delivery with the chosen partner will prevent going beyond the time criteria stipulated by Government and incurring penalties. The proposal also provides for a scalable project allowing all elements to be delivered but in reduced scale should inflation factors overwhelm the grant sum.
- b. Failure to secure planning permission.
Mitigation – A pre-planning application has been submitted. The development is in character with surrounding area with no ecological concerns. Parking spaces and turning space (layout) will be designed to comply with planning requirements. The Council Transportation Department have expressed no concerns over potential increased traffic flows.
- c. Unable to secure external funding.
Mitigation – Market engagement indicates a strong appetite for potential partners. EV infrastructure providers are presently heavily investing in their networks ahead of future need.
- d. Technical obstacles uncovered at an advanced engineering / design stage.
Mitigation – The project has had input from Northern Powergrid connection engineers and technical input during market engagement and from the Council Electrical Design Team. There is a 10% contingency built into the amount applied for, as well as 20% for inflation, combined providing a sizeable cushion to overcome such issues. Additionally, there is the opportunity to re-scale elements of the project.

14. Accountable Officers

Andy Wilson, Energy Efficiency Officer
Jonathan Marriott, Head of Asset Management

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp	05/06/23
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	02.06.2023
Assistant Director, Legal Services (Monitoring Officer)	Phillip Horsfield	02.06.2023

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