



**Author/Lead Officer of Report: Ben Brailsford,
Interim Head of Service for City Centre, Parking
and CCTV**

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Report of: Executive Director of Place
Report to: Cabinet Member for Transport and Development
Date of Decision: 19 February 2021
Subject: **Fee Setting - Electric Vehicle Charging Units**

Is this a Key Decision? If Yes, reason Key Decision:- Yes No
- Expenditure and/or savings over £500,000
- Affects 2 or more Wards

Which Cabinet Member Portfolio does this relate to? Transport and Development

Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Has an Equality Impact Assessment (EIA) been undertaken? Yes No

If YES, what EIA reference number has it been given? 121 (Clean Air Strategy) and 528 (ULEV Rapid Chargers)

Does the report contain confidential or exempt information? Yes No

If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-

*“The (**report/appendix**) is not for publication because it contains exempt information under Paragraph (**insert relevant paragraph number**) of Schedule 12A of the Local Government Act 1972 (as amended).”*

Purpose of Report:

This report seeks approval of the price to be charged to motorists using Sheffield City Council’s Rapid Vehicle Chargers

Recommendations:

That the price charged to motorists using the council's Rapid Vehicle Charges is initially set at 30p per Kilowatt hour used for the first 60 minutes. After 60 minutes this will increase to a flat rate fee of £10 per hour.

That the charges are introduced by Experimental Traffic Regulation Order (ETRO) and therefore subject to the consultation required before the effect of an ETRO may potentially be made permanent at the end of its experimental period.

The Director of City Growth has authority, in consultation with the Cabinet Member for Transport and Development, to make future changes to the fee motorists pay to use the council's electric charging infrastructure, where this supports effective management of demand for parking and contributes to wider traffic management objectives. This is provided they are not altered by an amount greater or less than the rate of 1p per Kilowatt hour or the Retail Price Index plus 1% from the date they were last increased, whichever is the greater.

Background Papers:

None.

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: Damian Schofield
	Legal: Richard Cannon Equalities: Annemarie Johnson
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	EMT member who approved submission: Michael Crofts
3	Cabinet Member consulted: Julie Grocutt
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.

Lead Officer Name: Ben Brailsford	Job Title: Interim Head of Service for City Centre, Parking and CCTV
Date: 15 February 2021	

1. PROPOSAL

- 1.1 Sheffield City Council has received funding for rapid chargers from the Early Measures Fund, the Government's Joint Air Quality Unit, the Ultra-Low Emission Taxi Infrastructure Scheme from the Office of Low Emission Vehicles and Highways England's Designated Fund for Air Quality.
- 1.2 The chargers will enable a fully electric vehicle to charge to approximately 80% of its battery capacity in 30 to 40 minutes. Of the 27 chargers being installed, 10 will be for the exclusive use of Hackney carriage taxis and private hire vehicles. The remaining 17 chargers will be for the general public as well as taxi and private hire drivers
- 1.3 These chargers will help support the role out of Ultra Low Emission Vehicles (ULEV) and ULEV Taxis in Sheffield.
- 1.4 Lack of charging infrastructure is one of the barriers to owning and operating electric vehicles. Sheffield is currently ranked 237 out of 329 local authorities in terms of number of charging devices per 100,000 population. The UK average is 31 devices per 100,000. Sheffield has 19 devices.

Worries around charging infrastructure have been cited as the biggest perceived disadvantage to electric vehicles, according to a Department for Transport (DfT) survey. The DfT's latest Transport and Technology Public Attitudes Tracker report surveyed 3,500 adults in England in June 2019. Four in 10 mentioned recharging (where/how) (38%) and battery life/distance travelled (38%), while three in 10 (30%) mentioned a scarcity of charging points. When responses were grouped together, 54% mentioned recharging concerns (this included 'where/how to charge'; 'not enough charging points'; and 'time taken to recharge').

- 1.5 This investment in Rapid chargers begins to address some of the cities need, but projections show that the city already needs more charging infrastructure than it will have at the end of this project. There are a number of workstreams that are looking at the capacity of the City's and the Region's electric vehicle charging capacity. A study conducted by ARUP on behalf of the Sheffield City Region has identified a programme of investment to meet the future demand for electric vehicle charging infrastructure. Based on assumptions within the report, more charging points are needed to meet the future demand, with a specific push towards rapid and fast charging options. Current programmes of investment have been taken into account, and it concludes that although these are a positive first step, more need to provided.

- 1.6 It is therefore essential the infrastructure is financially sustainable to ensure that the initial allocation can operate effectively now, but also be maintained or even replaced in future years.
- 1.7 Sheffield City Council is only one of several operators of rapid chargers in the city. Motorists will have a choice of which provider to use. In order to ensure that the council's chargers are sustainable, while not discouraging use, we have undertaken benchmarking with local authority and commercial operators in price setting.
- 1.8 Additional on costs have also been factored into the pricing ensuring overheads associated with maintaining, operating, and replacing chargers are covered in the fee. Any surplus income generated once the overheads have been settled will be accounted for in line with legislation for other local authority parking fees, in that they must be used for
- Provision and maintenance of off-street parking
 - Meeting costs incurred in the provision or operation of public transport
 - Highway and road improvements and maintenance
 - Reducing environmental pollution
 - Improving public open spaces.
- 1.9 The price charged to motorists will be set at 30 pence per Kilowatt Hour used. This price will increase to £10 per hour used after 60 minutes of charging. This is to discourage motorists using the bays to park once their vehicle has had enough charge to fill the battery. As an 80% charge can be reached in approximately 30 -40 minutes, this encourages turnover of space and increases availability of charging units for other motorists. A table of priced used to benchmark this price against can be found at appendix A
- 1.10 There will be no additional parking fee to use the bays designated for the rapid charges. The cost motorists pay will be based on the amount of electricity used.
- 1.11 The electric vehicle charging bays will be implemented by the making of an Experimental Traffic Regulation Order (ETRO). This will enable the council's Parking Services Civil Enforcement Officers to provide enforcement. An ETRO is time limited to a maximum of 18 months and doesn't require any consultation prior to its making. When the ETRO is made, it begins a period of consultation whereby representations may be received. The fee charged will therefore be part of that consultation in virtue of its inclusion in the ETRO. Any objections received during the consultation period must be considered before the effect of the ETRO may be made permanent.

- 1.12 There is an expectation that there will be further opportunities to expand the charging infrastructure in the coming years. This proposal therefore is to set the initial price charged for the twenty-seven new rapid chargers, but the principles of this decision are expected to apply to new infrastructure too, although there may be different charging rates dependant on the type of charging infrastructure used, ranging from fast to ultra-rapid

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The council's 2015 Air Quality Action plan included the need to support transport to move to other forms of fuel such as electric to reduce harmful emissions from vehicle and improve the quality of the cities air.
- 2.2 The lack of infrastructure to charge electric vehicles rapidly is seen as a barrier to switching from a combustion engine to an ultra-low emission vehicle. Improving the availability of chargers will contribute towards motorists consideration of changing vehicles and in turn the potential to improve air quality in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Consultation undertaken in 2018 on the City's Clean Air ambitions showed that 55% of citizen respondents wanted the council to do more to support ultra-low emission vehicles. That figure rose to 56% for businesses consulted. However only 36% of taxi drivers wanted more to be done to support ultra-low emission vehicles. <https://www.sheffield.gov.uk/home/pollution-nuisance/clean-air-zone>
- 3.2 The Experimental Traffic Regulation Order (ETRO) used to introduce the charge doesn't require consultation prior to it coming into force however it is not permanent. For the effect of the ETRO to become permanent (which may occur within the 18-month life of an ETRO), consultation must take place within a period of six months beginning with the day on which the ETRO comes into force. According to the requirements of the legislation, any objections received during the consultation must be considered before the effect of the ETRO may be made permanent. The fee for charging will be subject to the consultation in virtue of its inclusion within the ETRO. This consultation is considered sufficient for its purpose.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

- 4.1.1 An Equality Impact Assessment has taken place for the Clean Air Strategy. The charging infrastructure contributes towards the ambitions in this Strategy by supporting an increase in the uptake of ultra-low emission vehicles.

The Clean Air Strategy Equality Impact Assessment concluded that the actions are expected to have a positive impact on the health and economic outcomes of everyone in the city. It should have a particularly positive impact the very young and the very old, disabled people and their carers, and pregnant women.

It is possible that that there may be some financial impacts on people on lower incomes and those in black and minority ethnic communities that need to be recognised and mitigated where possible. We will work closely with communities who may be affected by the changes in the strategy to ensure that we support everyone with the shifts we need to make better air for everyone.

4.2 Financial and Commercial Implications

4.2.1 The cost of purchasing the chargers and maintaining their use has been met from government grants for capital infrastructure. Ongoing revenue cost for maintaining the car parking places and other associated overheads from operating the charges has been considered when setting the charge to the motorist.

4.2.2 The fee has been set in line with prices available to other motorists both commercially and comparing with other local authorities.

4.3 Legal Implications

4.3.1 Section 55 of the Road Traffic Regulation Act 1984 (“the Act”) requires that the Local Authority keep an account of their income and expenditure in respect of designated parking places. This includes ‘pay and display’ income. The ring-fenced account is referred to as the Specialist Parking Account. Section 55(4) of the Act sets out the purposes for which any surplus income in respect of designated parking places can be used. These purposes include:

- Provision and maintenance of off-street parking
- Meeting costs incurred in the provision or operation of public transport
- Highway and road improvements and maintenance
- Reducing environmental pollution
- Improvement and maintenance of public open space
- Provision of outdoor recreational facilities open to the public without charge

All these functions are carried out by the Council’s Place Directorate, which includes Transport, Traffic and Parking Services and the Highways Maintenance Divisions. Any surplus in income in respect of designated parking places is currently utilised in accordance with Section 55(4) of the Act to underpin the activities of these two service areas.

The procedure for consultation in relation to Experimental Traffic Regulation Orders, which is set out in Schedule 9 of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 ('the 1996 Regulations'), must be followed and proper consideration given to all duly made representations. If the effect of an ETRO is made permanent, future variations to charges to be paid in connection with the use of designated parking places set within that order are subject to the requirements of the 1996 Regulations.

4.4 Other Implications

4.4.1 None.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Consideration was given to charging for parking without being on charge in the electric bay. It was discounted as we want to encourage drivers to use the infrastructure and move on to increase availability of chargers for other motorists. Similarly, encouraging motorists to park in the bay for an extended period of time would reduce availability.

5.2 Consideration has also been given to doing nothing. However, the lack of infrastructure to charge electric vehicles rapidly is a barrier to switching from a combustion engine to an ultra-low emission vehicle. By doing nothing the availability of chargers will remain lower, and the rate of change to electric vehicles is likely to also remain lower, reducing the speed in which vehicle change takes place, and reducing the impact in improving Sheffield's air quality.

6. REASONS FOR RECOMMENDATIONS

6.1 The price of 30 pence per kilowatt hour is in line with other commercial and local authority operators so will be appropriate to encourage use while covering costs of running the chargers. The increase to a flat fee of £10 per hour after 60 minutes of charging will discourage motorists from leaving their vehicle parked in the bay longer than is needed to fill their battery to an adequate charge. A battery can reach 80% charge within 30-40 minutes.

6.2 The price is included within the ETRO, and therefore subject to the consultation that begins when it is introduced. Any objections duly received must be considered before the effect of the ETRO may be made permanent, as it may only last a maximum of 18 months in the first instance.

Appendix A

Benchmarked providers. Prices correct as of 11TH February 2021.

Network	Cost (kwh)	Membership	Connection Charge
Ecotricity	£0.30	No membership but 15p if a customer	N/A
Osprey / Engenie	£0.36	N/A	N/A
Geniepoint	£0.30	N/A	£1.00
Instavolt	£0.35	N/A	N/A
BP Pulse (polar)	£0.15	£94.20	N/A
BP Pulse PAYG	£0.25	N/A	N/A
BP Pulse Contactless	£0.30	N/A	N/A
Shell Recharge	£0.39	N/A	N/A
ESB	£0.29	N/A	N/A
ESB Member	£0.25	£59.88	N/A
York City Council	£0.25	N/A	N/A