

	<p>Report to Policy Committee</p> <p>Author/Lead Officer of Report: Jenny Wood, Senior Transport Planner, City Futures</p> <p>Tel: 0114 205 3073</p>
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Report of:	Kate Martin, City Futures
Report to:	Transport, Regeneration and Climate
Date of Decision:	21 st September 2022
Subject:	Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	X	No		
If YES, what EIA reference number has it been given? 1219					
Has appropriate consultation taken place?	Yes	X	No		
Has a Climate Impact Assessment (CIA) been undertaken?	Yes		No	X	
Does the report contain confidential or exempt information?	Yes		No	X	
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-					

Purpose of Report:

This report outlines the current policy background to public electric vehicle charging infrastructure development in Sheffield. It seeks endorsement of the Council's currently adopted position, and agreement to the carrying out of the short-term actions set out to progress public electric vehicle charging infrastructure delivery.

It also seeks agreement that the submission of funding bid(s) for government's On Street Residential Chargepoint Scheme and / or Local Electric Vehicle Infrastructure Fund (as either SCC or part of a wider consortium led by South Yorkshire Mayoral Combined Authority) would be consistent with both the policy position and short-term actions, if agreed.

Recommendations:

It is recommended that the Transport, Regeneration and Climate Committee:

- i. Endorse the Council's current policy position in relation to public electric vehicle charging infrastructure provision
- ii. Note the work currently being undertaken to deliver public electric vehicle charging infrastructure in Sheffield
- iii. Agree short term actions to progress the delivery of additional public electric vehicle charging infrastructure
- iv. Note that the submission of funding bids to governments On Street Residential Chargepoint Scheme and/or Local Electric Vehicle Infrastructure Fund (as either SCC or part of a wider consortium led by South Yorkshire Mayoral Combined Authority) would be consistent with the Council's current policy position and short-term actions, if agreed.
- v. Note that the delegated authority to submit the aforementioned bids rests with the relevant Exec Director (in consultation with the Council's Chief Finance Officer), and that commitment to the use of the funding will further be subject to the approval of the Finance Sub-Committee, where appropriate.

Background Papers:

Lead Officer to complete:-						
1	<table border="1"> <tr> <td rowspan="4" style="vertical-align: top;">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.</td> <td>Finance: Holly Nicholl</td> </tr> <tr> <td>Legal: Richard Cannon</td> </tr> <tr> <td>Equalities & Consultation: Annemarie Johnston</td> </tr> <tr> <td>Climate: Laura Chippendale / Jessica Rick</td> </tr> </table>	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: Holly Nicholl	Legal: Richard Cannon	Equalities & Consultation: Annemarie Johnston	Climate: Laura Chippendale / Jessica Rick
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	Equalities & Consultation: Annemarie Johnston					
	Climate: Laura Chippendale / Jessica Rick					
<input type="checkbox"/>	<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	<table border="1"> <tr> <td>EMT member who approved submission:</td> <td>Kate Martin</td> </tr> </table>	EMT member who approved submission:	Kate Martin			
EMT member who approved submission:	Kate Martin					
3	<table border="1"> <tr> <td>Committee Chair consulted:</td> <td>Mazher Iqbal</td> </tr> </table>	Committee Chair consulted:	Mazher Iqbal			
Committee Chair consulted:	Mazher Iqbal					
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 Committee by the EMT member indicated at 2. In addition, any additional					

	forms have been completed and signed off as required at 1.	
<input type="checkbox"/>	Lead Officer Name: <i>Tom Finnegan-Smith</i>	Job Title: <i>Head of Strategic Transport, Sustainability and Infrastructure</i>
<input type="checkbox"/>	Date: <i>6 September 2022</i>	

1. PROPOSAL

1.1 Following the recent publication of the governments national Electric Vehicle Charging Infrastructure Strategy¹ it is the opportune time to confirm the Councils current position in relation to public electric vehicle charging infrastructure and agree a short-term plan of action to capitalise on opportunities to further roll out this infrastructure. This will be underpinned by the development of an evidence-based delivery plan to ensure we are in a position to further progress charging infrastructure in the city as opportunities arise and that we are working towards our zero carbon targets.

1.2 Background

1.2.1 Sheffield City Council has declared a Climate Emergency and is working towards Sheffield becoming a zero-carbon city by the start of the next decade. Electric vehicles (EVs), alongside modal shift to walking, cycling and public transport, will be crucial to meet this goal, as well as contributing to improved air quality, and so health, in the City.

1.2.2 To support the national target of zero carbon by 2050 the Department for Transport launched its Transport Decarbonisation Plan in 2021. Commitments include to end the sale of new petrol and diesel cars and vans by 2030 and for all new cars and vans to be 100% zero emission at the tailpipe by 2035.

1.2.3 In support of this on 25th March 2022 the Government published, Taking Charge: The Electric Vehicle Infrastructure Strategy, setting out the Government's approach to delivering electric vehicle charging infrastructure to 2030.

1.2.4 By 2030, government anticipate there will be up to 10 million battery electric vehicles on the road and around 300,000 public chargepoints as a minimum in the UK.

1.3 The Current Position in Sheffield

1.3.1 Our 10 Point Plan for Climate Action sets out that we will develop decarbonisation route-maps across 7 key areas. Public Electric Vehicles and Charging will be included within the Decarbonisation Route-map for "The Way We Travel" which will be developed in 2022 - 2023. The Pathway to Zero Carbon report (the 'Arup report') highlighted the need for catalysing charging infrastructure and solutions that remove significant barriers to the uptake of EVs.

1.3.2 Previously the Council successfully leveraged funding from Government (Early Measures Fund and Office for Low Emission Vehicles) and National Highways (previously Highways England) to install 27 Rapid EV

¹ <https://www.gov.uk/government/publications/uk-electric-vehicle-infrastructure-strategy>

chargers (20 became operational in 21/22 and 7 are to come into operation shortly following the resolution of contractual issues related to the original supplier going into administration). 10 of the rapid chargers are taxi only as a condition of the funding.

- 1.3.3 The Electric Vehicle Charging Device Statistics: July 2022² show however that the total number of publicly available devices (all speeds) in South Yorkshire is well below the national average, with 47.7 per 100,000 across the UK and 25.3 per 100,000 across South Yorkshire (23.9 per 100,000 in Sheffield (141 devices)). There is wide variation in these figures across the country. Much of the provision has been market led with individual charging networks and other businesses choosing where to install devices.
- 1.3.4 To bring Sheffield in line with the current total UK average we would need around 138 additional devices across the City. Sheffield is closer to the UK average in terms of rapid (25kW or above) devices and should draw level to the current average in 22/23. There is a need for future projects to focus on increasing the provision of slow / fast charge points and publicly accessible residential charging in particular.
- 1.3.5 Public charging infrastructure requirement estimates vary depending on the future travel and behavioural scenarios they are based on. How people will charge their vehicles in the future, and how the technology will develop, is still uncertain. Transport for the North recently published their Electric Vehicle Charging Infrastructure Framework³ in order to provide clarity on the scale and pace of change required across our region. Figures for public residential charging requirements in Sheffield in 2025 vary significantly depending on the scenario considered, from around 460 to just over 1000 chargepoints. Figures for destination charging requirements range from around 300 to over 1200.
- 1.3.6 In March 2022 Co-operative Executive approved the use of £482,337 of Get Britain Building funding via the South Yorkshire Mayoral Combined Authority for the installation of electric vehicle charger points at various strategic locations across Sheffield. Sheffield City Council will purchase and install up to 25 chargers at 10 locations. This must be done by the end of April 2023 as a condition of the funding award. The business model for this project is challenging due in part to current energy price volatility. It should be noted that the Council's current network of chargers have been supplied under an 'own and operate' model [see Appendix B for more detail] with associated financial risk sitting with Sheffield City Council.
- 1.3.7 Funding in the region of £1.16m is also expected to be available to support the development of EV charging points across Sheffield and Rotherham from the Department for Environment, Food and Rural Affairs via the Clean Air Fund following the approval of the Clean Air

² [Electric vehicle charging device statistics: July 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/electric-vehicle-charging-device-statistics-july-2022)

³ <https://transportforthenorth.com/major-roads-network/electric-vehicle-charging-infrastructure/>

Zone Full Business Plan by government on 13 July 2022.

- 1.3.8 It should be noted that the Council is receiving an increasing number of requests and queries from residents about the provision of electric vehicle charging infrastructure, in particular from residents that do not have access to off-street home charging including disabled residents. This is a challenge for all Local Authorities and there have been a number of pilots across the country looking at provision for those without access to off street parking from which some conclusions are beginning to emerge.
- 1.3.9 A number of queries have related to the Motability Scheme which enables people to exchange their mobility allowance to lease a new car, Wheelchair Accessible Vehicle (WAV), scooter or powered wheelchair. Standard leases are 3 years (or 5 years for WAVs) and electric vehicles are offered as an option as well as home chargepoints where these can be fitted. With the end of sale of new petrol and diesel cars and vans by 2030 those using lease schemes such as this are likely to move to full electric more quickly than the general fleet. There is an industry wide focus on improving the accessibility of public chargepoints.
- 1.3.10 Our approach to the provision of public electric vehicle charging infrastructure will draw on current best practice and guidance from the Department for Transport, Energy Saving Trust (through the Local Government Support Programme) and other local Highway Authorities. The commercial business model for on-street solutions or local charging hubs can be particularly challenging. Charging volumes are generally lower due to the slower speed of charge and the lower margins on the sale of each kWh (though charging events are much longer). There is also limited space and electricity grid capacity along busy residential streets for chargepoints, which restricts the number of chargepoints a developer can install⁴. The private sector is unlikely to address this gap comprehensively without intervention, which would typically be channelled by the public sector. There are also many other calls for use of the public highway/street, including the Ministry of Housing, Communities and Local Government's recent National Model Design Code, which calls for streets to be tree-lined, with sustainable urban drainage, and support walking and cycling. Pedestrians are top of the road user hierarchy in the amended Highway Code, and Inclusive Mobility guidelines⁵ require that the needs of all disabled people are considered from the outset.
- 1.4 Taking Charge: The Electric Vehicle Infrastructure Strategy (national)

⁴ <https://www.gov.uk/government/publications/uk-electric-vehicle-infrastructure-strategy>

⁵ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

- 1.4.1 The governments new EV charging infrastructure strategy sets out:
- Governments vision – including
 - That by 2030 everyone is able to find and access reliable public chargepoints
 - Market-led rollout for the majority of chargepoints, backed by competition
 - An obligation to be placed on local authorities (subject to consultation) to develop and implement local charging strategies for scaled, commercially sustainable public charging provision (maximising opportunities to draw in private investment)
 - This obligation is expected to sit with the South Yorkshire Mayoral Combined Authority in our case⁶, however collaboration will be required.
 - Government investment will focus on
 - High Powered Chargers on the Strategic Road Network
 - Local On Street Charging
 - A £500m local infrastructure support programme, intended to drive innovative new approaches to deploying local chargepoints at scale, including through the new Local Electric Vehicle Infrastructure Fund (LEVI) and continuation of the On Street Residential Chargepoint Scheme (ORCs) in 22/23.

1.4.2 It will also be important to ensure that developments coming forward across Sheffield provide for electric vehicle charging and are future proof. We will implement the governments new building regulations for charging electric vehicles and review the need for any supporting policy due to Sheffield's climate ambition and local circumstances through the development of the new Local Plan.

1.5 Next Steps

1.5.1 In advance of any South Yorkshire Electric Vehicle strategy there is a need to set out the Councils current position, keep residents informed, ensure we are in a position to capitalise upon opportunities to develop charging infrastructure in the city as they arise and work towards our zero carbon targets.

1.5.2 A number of frequently asked questions in relation to the Council's current position on electric vehicle charging infrastructure are set out in Appendix A and will be updated on the website, subject to endorsement by the Committee.

In summary:

- Sheffield City Council will continue to roll out a programme of publicly available electric vehicle charge points
- Charging a vehicle by trailing a cable across the pavement, or

⁶ *In England, there are multiple tiers of local government, and responsibilities for highways may be shared across tiers. Combined authorities share some highways duties with the county or unitary councils that work together under it. In these cases, we expect the EV chargepoint strategy for an area to be produced by the highest tier authority responsible with transport planning – i.e. the combined authority – in collaboration with their local highway authorities and other councils within the combined authority.*

hanging overhead, is considered a hazard and not permitted even with the use of cable protectors or ramps⁷

- Requests for public electric vehicle chargepoints will be used to help inform future priorities as plans are developed
- A trial to understand the potential for electric vehicle charging from street light columns in Sheffield will be further explored subject to available funding / resources.
- Innovative solutions such as cable channels / gulley's will be kept under review as the outcomes of trials are further understood, technology developed and practical issues explored
- Private individuals (or communal groups) should not install chargepoints on highways or Council owned land

In respect of the last point, it is proposed that a policy statement be developed which sets out the Council's process for responding to requests for the installation of chargepoints in highways and to ensure that, when refused, its basis for doing so is consistent and clear.

1.5.3 In order to progress the roll out of public electric vehicle charging infrastructure in Sheffield the Council will initially:

- Continue to deliver charging facilities within Council owned car parks / sites using existing funding.
- Bring forward measures to minimise the financial risk to the Council related to the transition to electric vehicles and provision of charging facilities (as outlined in 1.5.5 including review of restrictions, tariffs and delivery model).
- Engage with the private sector and develop proposals to secure additional investment via a concession model [see Appendix B] and roll out charging options including residential, destination and hub charging in the City via this model.
- Bid for future funding to support the roll out of residential charging based around a local charging hub model⁸ prioritising areas where there is greatest demand / future need.

1.5.4 In line with the government's new national strategy residential charging hubs will be incorporated into existing parking bays (or street furniture if feasible) wherever possible⁹. Where facilities for local charging hubs are provided on highway, locations away from direct frontages are preferred with build outs off the footway. This is to minimise the impact on residents and other users. Where a build out into the carriageway is not feasible a minimum footway width in line within the Inclusive Mobility

⁷ This is supported by the governments national strategy which sets out that cables will not be allowed to trail across the pavement unless adaptive infrastructure is provided to accommodate them safely (e.g. gullies). Anything that creates a trip hazard does not constitute adaptive infrastructure.

⁸ A local charging hub will consist of a, or a number of, public EV charging units located to serve nearby residents. This could be on highway, in local a car park or other local site. Innovative on street home charging solutions will continue to be investigated and may be used in addition to the local hub model where feasible.

⁹ *Chargepoints should not obstruct pavements or highways or present a safety risk to pedestrians. Chargepoints must be incorporated into existing street furniture or parking bays wherever possible. In circumstances where it is not possible, priority must be given to ensuring that access to, and use of, pavements is not impeded and safety of pedestrians is not jeopardised.*

Guidelines¹⁰ must be maintained.

1.5.5 Short term actions to be progressed during 22/23

Existing Network

- Ensure existing network of 27 rapid chargers are maintained and operational
- Review tariffs as well as use and restrictions after one year of operation in order to optimise provision
- Bring forward measures to phase out / remove exemptions from parking tariffs for electric vehicles / vehicles that are charging¹¹

Expanding the Network

- We will develop an online portal for people to suggest locations for new EV chargepoints to inform future planning in conjunction with our new delivery model
- Deliver SY MCA EV charging infrastructure project (additional 25 chargers) by 30/4/2023
- Bid for On Street Residential Chargepoint Scheme funding in 22/23 to test a limited number of residential charging solutions subject to approval of appropriate match funding and delivery model as necessary ¹²
- Develop procurement proposal for a commercial partner(s) to work with Sheffield City Council to deliver EV charging infrastructure through a concession agreement, and scope any further work required
- Develop proposal for delivery of public charging infrastructure utilising the Clean Air Fund allocation
- Develop a LEVI fund proposal for Sheffield to be submitted either as SCC, or as part of a SY MCA led consortium

Ensuring Inclusion

- Review and implement the new Electric Vehicles Accessible Charging Specification developed by the British Standards Institute (BSI) – expected summer 22
- Work with disability interest groups and lobby for further government guidance on provision if required

Informing Future Delivery

- Carry out review of available land to inform proposal / EV Strategy delivery
- Develop a detailed delivery plan for public charging infrastructure in Sheffield which delivers on the decarbonisation route map / vision for 'The Way We Travel'
- Support and input into the development of a sub-regional EV charging strategy Future Development
- Implement the new Building Regulations through Planning and

¹⁰ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/100000/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure)

¹¹ Consideration should be given to if certain vehicle types should continue to be supported whilst the market matures (e.g. taxis, vans, motorcycles)

¹² Residential charging solutions to trial may include off street residential charging hub, on street 'hub' location(s) incorporating build outs and if found to be feasible lamp column charging and / or car club bays.

explore the case for any supporting policy as part of the development of the new Local Plan

Some of the short-term actions will require additional resource from various council departments but also specialist input in relation to procurement and consideration of longer-term contract management requirements. These additional requirements will be scoped as part of action development and taken through any required approvals as appropriate.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The Council has declared a climate emergency which necessitates a move away from the use of traditional fossil fuels, to cleaner technologies such as electric. SCC is working towards Sheffield becoming a zero-carbon city by the end of the next decade.
- 2.2 This report supports the initial strategic priority of the developing Corporate Plan of Clean Economic Growth. Delivering on the key issue of the Climate Emergency and supporting the Clean Air Zone. The 10 Point Plan for Climate Action includes that we will work to ensure we have the planning and infrastructure we need for the future, including investing in our transport infrastructure.
- 2.3 The Sheffield City Region Transport Strategy 2018-2040 (the statutory Local Transport Plan for South Yorkshire) recognises the need to increase EV charging points in the region in order to encourage large scale uptake of electric vehicles. The Council's Transport Strategy (March 2019) also sets out the need to plan for charging infrastructure at home, at key destinations and at work so we are ready for a clean future.
- 2.4 The government has committed to ending the sale of new petrol and diesel cars and vans by 2030. Roll out of public electric vehicle charging infrastructure will help facilitate this switch to Ultra Low Emission / electric vehicles, supporting the economy (businesses and visitors) as well as a more inclusive transition for those that do not have access to off street parking.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Public engagement on the Council's Net Zero Carbon work to date has been positive with a clear recognition of the role that transport, and electric vehicles, play in reducing carbon emissions. The need to formulate a strategy to help map out how the Council proceeds has been raised at a number of workshops and also through direct communication with residents, businesses and Elected Members. These discussions indicate a need to progress this work.
- 3.2 In addition increasing the number of public charging points for electric cars was a popular 'other' suggestion during the consultation carried out

in relation to the Clean Air Zone, where in addition to the high cost of electric vehicles, the lack of electric vehicle charging points was highlighted as a key barrier to investing in cleaner vehicles.

3.3 The Centre for Behavioural Science and Applied Psychology, Sheffield Hallam University also carried out a piece work¹³ for Sheffield Council in 2021 examining Barriers and Facilitators to Electric Car Purchase and Confidence in Charging Capabilities in Sheffield and Rotherham. Amongst other outcomes this found:

- Of the 39.8% of respondents willing to walk to a charging point (65.4% had access to a driveway or off street parking), 27.4% would walk 5 minutes or less (this fell to 13.1% for 10 minutes or less)
- 42.7% disagreed or strongly disagreed that there were enough charging points in the city (45.8% didn't know)

3.4 Specific actions will be consulted on as appropriate as they are progressed, for example involving Ward Members, Local Area Committees, landowners (if applicable), businesses, residents, interest groups and disability groups.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 Overall there should be a positive impact from this proposal, in particular for disabled people and poverty & financial inclusion. Short terms actions will be consulted on, or go through individual approvals for implementation, including completing Equality Impacts Assessments, as appropriate. This includes any proposed concession model for the future delivery of electric vehicle charging infrastructure.

4.2 Financial and Commercial Implications

4.2.1 There are no financial implications for the Council arising directly from this report. Actions will be progressed within current staffing resources. Any additional requirements – whether staffing or budgetary - scoped as part of action development will be brought forward for additional approvals as required. Electric vehicle charge point delivery will be funded from external grant funding. Sheffield City Council may wish to provide additional funding as the contract progresses but again, this would be subject to further approvals.

4.2.2 The financial impact of delivering charging facilities under an 'own and operate' model within Council owned car parks and sites (due to for

¹³ Jordan, Millings, & Arden (2021) **Examining Barriers and Facilitators to Electric Car Purchase and Confidence in Charging Capabilities in Sheffield and Rotherham**. Report for Sheffield City Council by the Centre for Behavioural Science and Applied Psychology, Sheffield Hallam University

example lower parking revenue, electrical standing charges / cost, future maintenance and operation, renewal or decommissioning against projected potential income) has been considered as part of individual project approvals. Reviewing tariffs, optimising provision and bringing forward measures to phase out / remove exemptions from parking tariffs for electric vehicles / vehicles that are charging will help to manage this impact in light of recent energy price volatility. Should this not happen the council will continue to lose money as the current tariff does not fully cover current electricity prices or include provision to deal with issues such as vandalism. In locations such as council Pay and Display car parks this is also leading to lower income from a lack of charges associated with EV charging.

4.2.3 Developing a Sheffield City Council procurement proposal for a commercial partner(s) to deliver EV charging infrastructure through a concession agreement [Appendix B] in future is proposed. This will best place us to harness the knowledge, skills and expertise of market leaders in this sector. It will also reduce the financial risk to the Council in the longer term roll out of electric vehicle charging facilities, especially for residential charging where nationally it is accepted that the business case is more challenging. If the Council does not adopt this approach the financial and reputational risks of delivering electric vehicle infrastructure will remain with the council. Ongoing operation, maintenance and upgrade costs may not be covered by income in the shorter term and unless additional funding was found chargers may fail and / or become redundant and have to be removed [see Appendix B]. This would be a further cost burden to the Council.

4.2.4 The delegated authority to submit funding bids to governments On Street Residential Chargepoint Scheme and/or Local Electric Vehicle Infrastructure Fund (as either SCC or part of a wider consortium led by South Yorkshire Mayoral Combined Authority) rests with the relevant Exec Director, in consultation with the Chief Finance Officer. Endorsement of the policy position outlined in this report will enable those bids to be made in accordance with adopted policy. This is intended to support the leverage of future funding from the government, as it becomes available.

4.2.5 The commitment of funding received through successful bids will be subject to the approval of the Finance Sub-Committee, where appropriate.

4.3 Legal Implications

4.3.1 The Transport Act 2000 places a duty on local authorities to develop and implement policies which will create a safe, efficient, integrated and economic transport system that meets the needs of persons living or working within the city. The Council's proposals in respect of electric vehicle charging will join the Council's existing Transport Strategy and the Local Transport Plan for South Yorkshire (as described in paragraph 2.3) in fulfilling that duty.

- 4.3.2 If the recommended decisions in this report are made, further proposals which result will be developed and taken through the Council's decision making process as appropriate, where the specific legal implications associated with those actions will be considered before approval may be given.
- 4.3.3 The Council must consider the engagement of key stakeholders, residents and members of the public where appropriate, and this will be addressed during the planning and delivery of those processes which alter the use of the public highway, in addition to any statutory requirement to do so relevant to the specific process concerned. A proposed approach to consultation and engagement will be developed to ensure that the Council takes appropriate measures to discharge its obligations to stakeholders.
- 4.3.4 The legal implications of proposed changes to planning policy, including those relating to electric vehicle charging infrastructure and any which may be developed and incorporated into the Council's Local Plan, will be detailed separately and considered as part of the relevant decision making process in due course.

4.4 Climate Implications

- 4.4.1 As set out in 1.3.1 the 10 Point Plan for Climate Action sets out that we will develop decarbonisation route-maps across 7 key areas. Public Electric Vehicles and Charging will be included within the Decarbonisation Route-map for "The Way We Travel" which will be developed in 2022. The Pathway to Zero Carbon report (the 'Arup report') highlighted the need for catalysing charging infrastructure and solutions that remove significant barriers to the uptake of EVs, and as such progressing the development of public electric vehicle charging infrastructure will contribute towards our Net Zero ambition.
- 4.4.2 The short terms actions included within this report will undergo full Climate Impact Assessments if appropriate as they are developed / implemented. However it will be important to consider the following:
- How the principles of sustainable design and construction can be incorporated into the procurement and installation of public electric vehicle chargepoints.
 - That the provision of electric vehicle chargepoints, although a key part of the decarbonisation of transport, should not significantly negatively impact travel by active modes or demand reduction
 - The Council's current electric vehicle charging points provide electricity generated via renewables. If this can be maintained, or supported via on site renewable energy generation, when moving to a concession contract should be investigated.
 - The roll out of electric vehicle charging points across Sheffield should contribute to the development of the green economy, including supporting green jobs and skills, and this should be

considered as part of any procurement exercise.

- In addition to the proposed engagement with disability interest groups the development of the Delivery Plan linked to the 'Way We Travel' Route Map should consider how we will work with stakeholders to support the transition to electric vehicles.
- The review of available land could consider if any contribution to increased biodiversity or flood management may be possible through potential developments.
- The roll out of public electric vehicle charging points will enable those without access to off street parking to transition to electric vehicles, contributing to a just and fair transition to a low carbon world.

4.4 Other Implications

4.4.1 There are no direct Human Resource implications for the Council. Some of the short term actions will require additional resource from various council departments, in particular Transport Planning and Parking Services, but also specialist input in relation to procurement and consideration of longer term contract management requirements. These additional requirements will be scoped as part of action development and taken through any required approvals as appropriate.

4.4.2 There are no direct Property related implications for the Council. Any proposals resulting from the review of land will be taken through their own approvals process for consideration.

4.4.3 A risk register to cover things such as vandalism, changes in direction from Government, changes in technology, lack of suitable land for hubs, etc. will be developed as part of the delivery plan, and other projects resulting from the action plan as appropriate.

4.4.4 Air pollution contributes to 500 deaths a year in Sheffield, causing strokes, lung cancer and cardiovascular disease. The biggest cause of this pollution is transport, especially diesel vehicles. SCC is currently proposing the introduction of a 'category C' Clean Air Zone, which a switch to electric vehicles would support.

4.4.5 Key risks to the Council continue to relate to the affordability of the current schemes related to the volatility of the price of electricity and issues such as vandalism. Future procurement proposals will seek to minimise these risks.

5. **ALTERNATIVE OPTIONS CONSIDERED**

5.1 *The alternative* 'do nothing' option is not considered appropriate as this is likely to result in:

- Disjointed approach to provision of Electric Vehicle Charging Infrastructure that risks inequitable access, inability to leverage available funding and undermines the

ability of citizens to transition to electric vehicles;

- Financial risk to the council due to a failure to comprehensively assess the risk associated with installing electric vehicle charging infrastructure through the various available approaches. These risks are further described in Appendix B to this report

'Do nothing' does not tackle the climate emergency and is not considered to be a viable way forward

- 5.2 The development of the delivery plan will consider the implications of a number of approaches to electric vehicle charging infrastructure development.

6. REASONS FOR RECOMMENDATIONS

- 6.1 For the reasons outlined previously, following the recent publication of the governments national Electric Vehicle Charging Infrastructure Strategy it is the opportune time to confirm the Councils current position in relation to public electric vehicle charging infrastructure and agree a short term plan of action to capitalise on opportunities to further roll out this infrastructure.

- 6.2 Sheffield City Council has set itself a Net Zero target and electric vehicles (EVs), alongside modal shift, will be crucial to meet this goal. The development of a sub-regional strategy and local evidence-based delivery plan will ensure we are in a position to further progress charging infrastructure in the city as opportunities arise and that we are working towards our zero carbon targets.

- 6.3 The short-term actions outlined are necessary to support the existing network, expand it, ensure inclusion, inform future delivery and future proof development.

Appendix A

Public Electric Vehicle Charging Network Frequently Asked Questions¹⁴

What are the Council doing to expand the current public charging network?

We have installed public electric vehicle chargers in a range of locations across the city. They make it easier to upgrade to an electric vehicle without the need for a home charge point.

The chargers are located in Council car parks and on-street parking locations across the city, including in the city centre [[EV Charger Sites \(arccgis.com\)](#)]. We are expanding our network of chargers in Council car parks this year and are also actively exploring options for the future.

You can search for electric chargepoints (including those not installed by the Council) on a range of websites including Zap-Map [[www.zap-map.com](#)] and Plugshare [[www.plugshare.com](#)]

Can I request a public electric vehicle chargepoint near me?

Although we are not currently in a position to progress individual requests, we do add details of requests for public electric vehicle chargepoints to a list to help inform future priorities as plans are developed. If you would like a request to be added to this list please email the details to transport@sheffield.gov.uk
If your request relates to parking provided specifically for Council Housing Tenants please see 'Private Residential Charging' below.

Are you considering on-street public charging using the existing street light infrastructure?

A trial to understand the potential for electric vehicle charging from street light columns in Sheffield will be explored further subject to available funding / resources. A trial would help us to work through the technical issues associated with charging from Sheffield's existing infrastructure (which does not currently support the electrical capacity for electric vehicle charging) and understand the commercial viability as well as practical issues with the approach.

I am thinking of leasing an electric vehicle through the Motability Scheme. Can I have an electric vehicle charge point installed?

For more information on electric vehicles and the Motability Scheme please see the Motability website [Electric Cars | Motability Scheme](#)

To have a home charge point fitted through the scheme you must have off-road parking, such as a driveway or garage.

If you are unable to fit a home charging point at your property Motability may allow you to have one fitted at one of your approved drivers' addresses. There is also a growing network of publicly available electric vehicle charge points to consider.

For more information please see [How to Charge Your Electric Car at Home | Motability Scheme](#)

Can we install Communally owned Electric Vehicle Chargers on a public highway?

¹⁴ This information will be formatted with Digital Services prior to adding to Sheffield City Council's website

The Council does not intend to approve requests for the installation of communally owned vehicle charging apparatus in highways. We recognise the importance of and support communal solutions to our Net Zero target. However, if you wish to progress looking into an electric vehicle charging option independently it is recommended that this be on private land and we would suggest you seek advice on what consents would be required in relation to development, for example permission of the land / asset owner, planning requirements etc.

Can I install an Electric Vehicle charger on an unadopted road?

This will depend on very individual circumstances due to the legal complexities. Costs relating to an unadopted road usually rest with the frontagers, that is, the owners of properties with frontages on such roads. As well as consent from all frontagers, you would also need consent from the landowner, as well as ensuring the works are adequately permitted, planning requirements met and any public right of way is maintained thereafter.

Private Residential Charging Frequently Asked Questions

Can I run a cable from my house across the highway/footway to charge my vehicle?

No. Charging your vehicle by trailing a cable across the pavement, or hanging overhead, is considered a hazard and not permitted even with the use of cable protectors or ramps.

If you do:

- Any legal liability, such as injury to a member of the public or damages to the public highways, arising from the placement of a cable or protector is your responsibility.
- Sheffield City Council has existing powers under Section 162 of the Highways Act to seek to have the cable removed.
- Failure to remove the cable could result in a fine upon conviction under Section 162 and / or Section 178 of the Highways Act.

Can I have a cable gully/channel in the Highway outside my house?

Not currently. We will however keep this under review as the outcomes of trials are further understood, technology developed and practical issues explored.

Can I install a private charger on the public highway outside my property?

The Council does not intend to approve requests for the installation of private vehicle charging apparatus in highways. Among a number of concerns, there is limited public space in residential streets, which has to meet competing current and future demands. Accordingly, SCC does not license private vehicle charging apparatus in highways and you may not dig up any part of the highway / footway or affix anything under, on or over it without permission. Further details as regards the Council's policy on this matter will be made available once published.

I am a Council Housing Tenant, how do I request an EV charger?

Tenants can make an application to install an electrical vehicle charger at their home. This should be submitted in writing:

- By e-mail Repairspolicy&improvementsteam@sheffield.gov.uk
- By Post to Housing & Neighbourhood Service PO Box 5967 Sheffield S2 9GH
- Handed in to a local neighbourhood office.

A dedicated Officer will be assigned the case in order to assess the application. In general, tenants maybe able to install a charging point if they have adequate off-street parking / hard-standing at their property. This is so you can store your vehicle off the highway and so not to pose any trip / health and safety hazards with regards to trailing cables.

Appendix B

Public Electric Vehicle Charging Network Procurement and Ownership Options

Electric vehicle charging infrastructure may be installed privately, by the local authority or in conjunction with the private sector. There are two broad approaches¹⁵ available to local authorities, 'own and operate' and concession agreements¹⁶.

Local Authority Network Ownership

- This is the 'own and operate' model
- It is the model Sheffield has used to install its current infrastructure - supplier appointed to install and manage chargepoints, fully funded
- We are a cluster member in a South Yorkshire contract that would allow us to deliver further works in this model
- An alternative own and operate model would be for the provider to fund operation / maintenance as part of a revenue share agreement

Advantages	Disadvantages
Local authority retains ownership and collects all revenue	Requires funding from government and / or local authority
Local authority determines locations	Financial and reputational risk lies with local authority
Simpler procurement, frameworks available	Ongoing operation, maintenance and upgrade costs
Local authority determines tariffs	Changes to the market and / or technology could leave local authority with redundant infrastructure
Control over back office systems	Less incentive for operator to repair faults / difficulty with enforcement of SLAs

Concession Agreements

- Operational costs and risks are shared with a chargepoint operator (the concessionaire).
- The operator may fully-fund or match-fund the capital costs and take on the operating costs of the project.
- There are a wide range of options with different degrees of private sector involvement and contractual terms.

¹⁵ Alternative models include 'free' charging infrastructure (details vary but likely to be highly selective where available) and 'leasing' (no upfront cost, fixed service charge, more often workplaces / fleets)

¹⁶Energy Savings Trust, Procuring Electric Vehicle Chargepoints for Local Authorities [EST0038-01-Procuring-Electric-Vehicle-Charging-Guide-03.pdf \(energysavingtrust.org.uk\)](https://www.energysavingtrust.org.uk/01-Procuring-Electric-Vehicle-Charging-Guide-03.pdf)

- This option is in line with the governments new national EV charging infrastructure strategy (leveraging private sector investment).
- It is recommended that future charging infrastructure is developed via some form of concession agreement to encourage private sector investment, begin to reduce reliance on government grants and minimise risk to the local authority.

Advantages	Disadvantages
Some income may be shared with the local authority	Reduced income compared with full ownership
Operator responsible (and incentivised) for maintenance of network	Procurement likely to take more resource developing tender requirements / specification
Local authority has reduced maintenance / financial risk	Less suppliers, depending on terms of the contract
Local authority may retain ownership of the equipment or underground electrical connections	Most likely to support chargepoints which are likely to be commercially viable, or of a sufficient scale that cross subsidisation possible
Operator may be responsible for updating equipment and software	Expansion of network may be dependent on utilisation, potential for this to be slower and less equitably spread [dependent on agreement]*

*There is however also potential to offer a portfolio of sites when procuring which provides a mixture of profitable and less profitable sites - this might be more acceptable for a Charge Point Operator.