Meeting:

# THE GREATER MANCHESTER ELECTRIC VEHICLE CHARGING INFRASTRUCTURE STRATEGY

Report of the Corporate Director (Place) and Deputy Chief Executive

## 1. INTRODUCTION AND PURPOSE OF REPORT

1.1 This report provides an overview of the proposed Greater Manchester Electric Vehicle Charging Infrastructure Strategy and requests comments and support for that strategy. The report will also identify the implications of the proposed approach for Stockport residents.

1.2 Stockport Council is developing its own vehicle zero emission strategy which will be brought to a subsequent committee meeting for comment and approval. The provision of appropriate infrastructure is a key element of that strategy and this Greater Manchester approach will support that element of our strategy and allow Stockport's residents, visitors and businesses access to a Greater Manchester wide electric vehicle charging infrastructure.

1.3 From summer 2020, the GMEV network and brand has been replaced by a new upgraded network called Be.EV. Be.EV is the brand for a new electric vehicle charging infrastructure provider in Greater Manchester. The installation of new rapid charging infrastructure and upgrading the GMEV fast charging network is being carried out under the Be.EV brand.

## 2. INFORMATION

2.1 Availability of and access to charging infrastructure is recognised as a critical barrier to the adoption of Electric Vehicles (EVs). As part of the public conversation on GM Clean Air Plan proposals, the availability of charging points was cited as a key barrier for businesses and individuals in switching to an EV.

2.2 The requirement for appropriate vehicle charging infrastructure is even more critical given that the Government has now committed to phasing out the sale of new petrol and diesel vehicles by 2030.

2.3 The EV Charging Infrastructure Strategy therefore aims to provide a clear vision, objectives and strategic principles to inform a delivery plan for the deployment.

2.4 This draft strategy has been written with guidance from Local Authority officers sitting on the Electric Vehicle Charging Infrastructure working group. Comments have also been sought from both the Energy Saving Trust and Electricity North West and is attached as appendix 1.

2.5 The EVCI Strategy is a sub-strategy of the GM 2040 Transport Strategy, where a range of sub-strategies are due to be produced this calendar year, including a Streets for all sub-strategy.

2.6 EVs need to be considered within a framework for the decarbonisation of transport based on reducing overall need to travel, shifting journeys to active

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travel and sustainable modes and then for those remaining journeys, switching to ultra-low emission vehicles and cleaner fuels.

2.7 The vision within the strategy is to "to be an exemplar city region for enabling the electrification of transport in the context of a smart, integrated, sustainable mobility network. By 2030, Greater Manchester's residents and businesses and visitors to the region, who choose to travel by car or LGVs, will be able to use electric vehicles with the confidence that they will be able to conveniently recharge them (via public or private charging points); and in doing so will help to improve air quality and reduce carbon emissions across the conurbation."

2.8 The strategy objectives are:

- to establish a financially sustainable, publicly accessible EVCI network, scalable to growth in demand and flexible to changes in vehicle technologies.
- to clarify GM's requirements for a future public and privately funded and delivered EVCI network that supports the accelerated transition to EVs among businesses, residents, and visitors; whilst minimising car dependency and private car ownership.
- to establish a clear set of priorities for the expansion of the publicly funded section of the EVCI network, focused on supporting the delivery of GM's Clean Air Plan and 2038 carbon neutral target by accelerating the transition to EVs for the most polluting vehicles.
- to provide a clear set of EVCI network strategic principles and delivery criteria for publicly funded EVCI to highlight the types of infrastructure and charging locations that will be supported in principle by TfGM and GM local highway authorities.
- to attract and shape private sector investment in the EVCI network by providing more clarity on GM's priorities and how TfGM and Local Authorities will work with private sector EVCI providers and operators; with the ultimate aim of establishing a mature, commercial EVCI market.

2.9 The three main themes are that:

- There is need to ensure that an under provision of EVCI is not prohibiting the transition to EVs and the need to encourage and accelerate the transition to EVs to meet net-zero carbon targets especially in light of the Nov. 2020 Government announcement of the ban of the sale of new petrol and diesel cars by 2030 and hybrids by 2035.
- There is also a need for public sector intervention in the short term to encourage and accelerate the transition to EVs, demonstrate commitment to EV technologies and encourage investment from the private sector. Longer term, there is a need for the development of a mature, commercial EVCI network in GM that allows public sector intervention to be scaled back.
- EVs and EVCI are emerging technologies that create uncertainties around accurately projecting demand for EVCI beyond 2025 and therefore there is a need for flexibility to change investment priorities and a need for regular review and monitoring of market developments to ensure that the EVCI network continues to meet with demand.

2.10 In terms of deployment of publicly funded EVCI, the priority will be projects which support the CAP and 2038 net zero carbon ambitions by aiding the accelerated transition to EVs for the most polluting vehicles; providing opportunities for those businesses most affected by the CAZ to transition to EVs and supporting those

who would find it most difficult to transition to EVs due to home charging constraints.

2.11 The most sustainable solution for transport and energy systems overall is for publicly funded EVCI hubs or mini hubs of varying power requirements and scales to correlate with destination dwell times and charging behaviours. Initial investment will provide a blend of EVCI that prioritises meeting the demand likely to be generated by the most polluting vehicles transitioning to EVs to support achieving air quality and carbon targets.

2.12 For those unable to charge at home, proposed alternatives include:

- Developing and expanding EV car club offer (aligned to the E-Hubs trial project)
- Developing community charging hubs
- Engaging with employers to encourage more workplace charging
- Destination charging including park and ride sites

2.13 The programme of planned additional Electric Vehicle Infrastructure will be included on a sub-site of TfGM.com dedicated to electric vehicles. This sub-site will also include an online map to facilitate better co-ordination of requests from residents for on-street charging locations. This map will allow residents to 'pin-drop' suitable locations and will provide other useful data on EV take up.

2.14 The existing GM EV network has been free of charge to use until now but it is intended to introduce a tariff for using these chargers.

2.15 Whilst TfGM is seeking funding to introduce new charging sites for Taxis and private hire and private vehicles the company supplying and managing these sites can also add additional sites at its own commercial risk.

## 3. IMPLICATIONS FOR STOCKPORT

3.1 The development of an electric vehicle charging network supports the Stockport CAN and should be supported.

3.2 Stockport has a number of existing EV charging sites and these are being upgraded as part of the programme agreed with new TfGM partners.

3.3 In addition, TfGM has received some Government funding for additional sites for both general use and private hire/ taxi only usage and some of these new sites will be located in Stockport.

3.4 The preference for new sites is for them to be in existing carparks and this obviously has implications for Stockport as it reduces the number of available parking spaces and there will be a loss of income in any of the charged-for carparks. These spaces are designed to be accessible and therefore may take up more space than the original marked space leading to a greater reduction in the number of remaining spaces.

3.5 The commercial organisations providing this charging network with TfGM are also seeking more sites that they can invest, and it is recommended officers work with them to identify further sites in Stockport as well as working with TfGM to seek further government funding to expand the network.

## 4. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

4.1 Revenue and Capital consequences of report recommendations

4.1.1 The creation of these electric vehicle charging spaces will remove these parking spaces from the general parking supply either on the highway or in car parks and where these spaces were charged for this will lead to a loss of income from those spaces.

4.2 The effect of the decision

4.2.1 There will be a loss of carparking income which will increase as the number of charging sites increase.

4.3 Risks

4.3.1 If too many sites become short stay charging sites this could impact on the viability of centres adjacent to the carparks.

4.4 Options

4.4.1 Officers need to monitor usage of carparks and try to ensure that appropriate balances of spaces are maintained.

4.5 Future savings/ efficiencies

4.5.1 None

## 5. LEGAL CONSIDERATIONS

5.1 Stockport Council is progressing a traffic regulation order to ensure the electric vehicle charging points are used in an appropriate manner.

5.2 Transport for Greater Manchester has followed the appropriate procurement rules to create this delivery vehicle.

## 6. HUMAN RESOURCES IMPACT

6.1 The service will be project managed by Transport for Greater Manchester and be provided by their contractors however there will be a need for ongoing council officer support regarding the development of new sites and the management of existing sites and any issues they create.

## 7. EQUALITIES IMPACT

7.1 The vehicle bays are being designed with sufficient space round them in carparks to facilitate easy access.

## 8. ENVIRONMENTAL IMPACT

8.1 The provision of electric vehicle charging infrastructure assists in encouraging people to switch to using electric vehicles rather than petrol or diesel and this should assist in improving air quality and meeting our Climate Action Strategy. It should be noted that only if the electricity is sustainably produced is the environmental impact reduced.

## 9. PROPOSED RECOMMENDATIONS TO CABINET

9.1 It is proposed to recommend to Cabinet that they support the Greater Manchester Electric Vehicle Infrastructure Charging Strategy and request that officers work with TfGM and the schemes commercial partners to identify more sites in Stockport whilst acknowledging there is a financial impact if more spaces in Council owned carparks are changed to electric vehicle charging bays. Officers will also be requested to support the introduction of appropriate regulations to discourage people overstaying their time in these charging bays and also to ensure an appropriate balance of general parking provision is maintained.

9.2 It is also recommended that the Council will seek to publicise the scheme via its website etc.

## 10. RECOMMENDATIONS TO SCRUTINY

10.1 The Scrutiny Committee is requested to comment on the report, the draft strategy and the proposed recommendations to Cabinet.

BACKGROUND PAPERS

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Mark Glynn on Tel: 0161-474-3700 or by email on mark.glynn@stockport.gov.uk