

## Greater Manchester Combined Authority

Date: 30 July 2021

Subject: Greater Manchester Electric Vehicle Charging Infrastructure Strategy

Report of: Andy Burnham, Mayor of Greater Manchester and Portfolio Lead for Transport and Eamonn Boylan, Chief Executive Officer, GMCA & TfGM

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### PURPOSE OF REPORT:

To approve the Greater Manchester Electric Vehicle Charging Infrastructure Strategy, a sub-strategy of the Greater Manchester 2040 Transport Strategy

### RECOMMENDATIONS:

The GMCA is requested to:

1. Approve the Greater Manchester Electric Vehicle Charging Infrastructure Strategy; and
2. Note that the programme of planned publicly funded additional Electric Vehicle Infrastructure is to be included at [electrictravel.tfgm.com](http://electrictravel.tfgm.com), a sub-site of TfGM.com.

### CONTACT OFFICERS:

Simon Warburton, Transport Strategy Director, TfGM, [Simon.Warburton@tfgm.com](mailto:Simon.Warburton@tfgm.com)

Nicola Kane, Head of Strategic Planning and Research, TfGM, [Nicola.Kane@tfgm.com](mailto:Nicola.Kane@tfgm.com)

Megan Black, Head of Logistics & Environment, TfGM, [Megan.Black@tfgm.com](mailto:Megan.Black@tfgm.com)

BOLTON  
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OLDHAM

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SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

### Equalities Implications:

The EVCI strategy will help to facilitate increased EV charging for all communities across Greater Manchester. Community EV hubs will benefit areas without existing off-street parking.

Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	Community hubs will benefit areas where there is limited off street parking, and this will enable a more inclusive transition to EV. GM will continue to work to ensure EVCI is accessible for people with disabilities. Air pollution is more damaging for children and young people, and so this age group are more likely to benefit from the transition away from internal combustion engines, though road safety implications of quieter vehicles need consideration.
Health		
Resilience and Adaptation		
Housing	N/A	
Economy	G	Ensuring GM’s visitor attractions remain accessible.
Mobility and Connectivity	G	Increased EVCI will provide an additional transport option to residents, businesses and visitors to TfGM
Carbon, Nature and Environment	G	Significant reductions in air pollution, and carbon, with increased EV take up.
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		Reductions in carbon is a critical, primary objective of this strategy.
<b>Further Assessment(s):</b>	Equalities Impact Assessment and Carbon Assessment	

 Positive impacts overall, whether long or short term.	 Mix of positive and negative impacts. Trade-offs to consider.	 Mostly negative, with at least one positive aspect. Trade-offs to consider.	 Negative impacts overall.
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### Climate Change Impact Assessment and Mitigation Measures:

Reducing Climate Change Emissions has been a primary driver in the development of this strategy.

Carbon Assessment		
Overall Score		
Buildings	Result	Justification/Mitigation
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	

New Build Commercial/ Industrial	N/A	
<b>Transport</b>		
Active travel and public transport	N/A	
Roads, Parking and Vehicle Access		EV options will be most suitable for some trips. Car clubs etc which incorporate EV can reduce the numbers of privately owned vehicles.
Access to amenities	N/A	
Vehicle procurement	N/A	
<b>Land Use</b>		
Land use	N/A	

No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.
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### Risk Management:

Risk Management will be undertaken on programmes and projects.

### Legal Considerations:

CLO advice has been taken on implications of the Highway Act (1980) on Electric Vehicle Charging.

### Financial Consequences – Revenue:

N/A – Strategy Document.

### Financial Consequences – Capital:

N/A – Strategy Document

### Number of attachments to the report: 1

### Comments/recommendations from Overview & Scrutiny Committee

N/A

### BACKGROUND PAPERS:

N/A

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		YES
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		No
<b>GM Transport Committee</b>	<b>Overview &amp; Scrutiny Committee</b>	
[Date considered at GM Transport Cttee if appropriate]		

# 1. INTRODUCTION

- 1.1 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.
- 1.2 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.
- 1.3 The EVCI Strategy is a sub-strategy of the GM 2040 Transport Strategy, and is the first of a range of sub-strategies due to be produced this calendar year and brought to GMCA for approval. This draft strategy has been written with guidance from District officers. Comments have also been sought during drafting from both the Energy Saving Trust and Electricity North West.
- 1.4 The draft EV Charging Infrastructure Strategy (EVCI), included at Appendix 1, provides a clear vision, objectives and strategic principles to inform a delivery plan. It also an important tool in order to set out GM's ambitions to establish a financially sustainable, publicly accessible EVCI network, that is scalable to growth in demand and flexible to changes in vehicle technologies.
- 1.5 The government has recently released its plan for transport and carbon, '[Decarbonising transport: a better, greener Britain](#)'. Electric Vehicle take up is a significant element of that plan, and the document references that "the market for battery electric vehicles and the necessary charging infrastructure is growing fast, but the barriers of vehicle price and supply, infrastructure provision, and the consumer experience of using that infrastructure, need to be addressed."
- 1.6 A draft version of this document has been considered by the 10 GM Local Authorities prior to being recommended for approval at GMCA. Following comments received the document has been updated to better demonstrate how EV fits with Greater Manchester's transport ambitions, and ensuring that the strategy focuses on the publicly accessible EVCI required to enable Greater Manchester's businesses and residents to transition to EVs to make the necessary journeys that cannot be avoided or shifted to more sustainable modes.

# 2. SUMMARY OF STRATEGY

- 2.1 EVs need to be considered within a framework for the decarbonisation of transport based on reducing overall need to travel, shifting journeys to active travel and sustainable modes and then for those remaining journeys, switching to ultra-low emission vehicles and cleaner fuels.
- 2.2 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."

2.3 The three main themes within the strategy 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 November 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.

2.4 In terms of deployment of publicly funded EVCI, the priority will be projects which support the Greater Manchester Clean Air Plan and the 2038 carbon neutrality 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.

2.5 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; and
- Destination charging including park and ride sites.

### **3. PROGRAMME OF PLANNED ACTIVITY**

3.1 The programme of planned publicly funded 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.

### **4. RECOMMENDATIONS**

4.1 Recommendations are set out at the front of this report.

## **5. APPENDIX ONE**

5.1 Attached as a separate document.