

TRAFFORD COUNCIL

Report to: Executive
Date: 19 June 2023
Report for: Decision
Report of: Executive Member for Climate Change

Report Title

Electric Vehicle (EV) Charging Points in Trafford – Phase 2 approvals

Summary

This report provides updated information on the next phase of the EV charge points rollout and seeks approval for the next phase of implementation in Trafford.

Recommendation

The Executive is recommended to:

- a) Approve Phase 2 of the EV of charge point rollout in Trafford which includes on street charging options and trials as contained in the report.
- b) Note the progress made to date on EV charge point rollout so far
- c) Delegates authority to the Corporate Director of Place to negotiate, approve and finalise any agreements or documents which may be required to implement this decision
- d) Delegate authority to Director of Legal and Governance to enter into any documents required to implement this decision

Contact person for access to background papers and further information:

Sharon Walls
Sharon.walls@trafford.gov.uk

Background Papers:

Implications:

Relationship to Policy Framework/Corporate Priorities	Improving Public Health Improving Air Quality Improving Road Safety Green and Connected
Relationship to GM Policy or Strategy Framework	Air Quality Management Clean Air Plan Environment Plan

Financial	<p>The report sets out the proposed options for the provision of EV charge points across Trafford. The accelerated rollout will be financed under lease arrangement with Be.EV (Iduna) under the existing procurement undertaken by TfGM. This covers both the capital investment and ongoing running costs and provides a 10% to 20% profit share depending on sites as agreed in the report of the Executive as approved on 21 November 2021.</p> <p>In addition, Trafford has applied for LEVI capability funding and capital funding to support the rollout of Phase 2 that will enable staff support to be afforded for 2 years and rollout of a range of EV charge point trials and options on Trafford's highway network,</p>
Legal Implications:	No legal implications from this report. Legal will need to be involved with sign off of any further lease(s) with Be.EV (Iduna) with a process that is already established.
Equality/Diversity Implications	Rollout of on-street EV charging capabilities will be supporting and expanding the accessibility to much needed additional EV charge infrastructure
Sustainability Implications	Improving availability and access to EV charge points will lead to a more sustainable mode of transport and environment
Carbon Reduction	The introduction of EV Charge points contributes to the Clean Air Plan. Transition to electric vehicles will contribute to a positive net reduction of carbon within Trafford
Resource Implications e.g. Staffing / ICT / Assets	LEVI capability funding will support the recruitment of a role for 2 years that can assist with progressing the installation of on street charging infrastructure
Risk Management Implications	Not Applicable
Health & Wellbeing Implications	There are wide ranging health through less use of conventional vehicles and therefore air quality will improve.
Health and Safety Implications	The air quality will become cleaner through the implementation of the measures described in this report therefore improving health and safety.

1.0 Background

1.1 In March 2020 the Executive was updated on Trafford's suggested approach to EV charging and agreed to exploring the market further through a soft market testing exercise. An update report was brought to the Executive in December 2020 seeking approval to soft market test and look at procurement options for rolling out EV charge points across Trafford.

- 1.2 In November 2021 the Executive approved a rollout of EV charge points predominantly in car park sites in partnership with Iduna to tie in with the Be.EV network across Greater Manchester that would see approximately 90 EV charge points being installed during 2022/23. An update report was approved under delegated authority in November 2022 supporting additional sites for EV charge points.
- 1.3 An update on EV charge point options and progress was presented to Scrutiny in January 2023 where the demands, challenges and options for rolling out on street charge point infrastructure was discussed. Since this scrutiny meeting officers have been working on solutions and options to support this demand and this report seeks to address those challenges in phase 2 of the project.
- 1.4 Local Electric Vehicle Infrastructure (LEVI) grant funding opportunities and applications are being rolled out to assist Authorities in accelerating EV charge points particularly 'on street' solutions.
- 1.5 The demand to use and charge EV vehicles is continuing to grow and is still likely to increase significantly in the short to medium term as production of diesel vehicles reduces.

2.0 Electric Vehicle Charging Rollout Progress

- 2.1 During 2022 Trafford Council with the assistance from Iduna have been assessing sites put forward and approved in the November 2021 and November 2022 Executive reports. The implementation of the sites is continuing to progress well however, the sites are predominantly in car park locations and there is an increasing demand and need to rollout EV charge points at convenient on street locations.

166 Be.EV charging points in Trafford

Ambition: 46 chargers with 92 bays.
Currently signed: 41 chargers with 81

Site	Fast	Rapid	Ultra-rapid	Ultra-rapid dynamic	
Trafford Centre	9				Be.EV x TfGM rollout: 14 units / 28 bays
Trafford General Hospital	1	1			
Lacy Street	1				
Brown Street	2				Be.EV x Trafford Phase 1a rollout: 17 units / 33 bays
Flixton Road Car Park	2*	2			
Greenbank Road Car Park		2			
Longford Park Car Park		1			
Regent Road Car Park	5				
Thorley Lane Car Park	2**	2			Be.EV x Trafford Phase 1b rollout: 24 units / 48 bays
Trafford Town Hall	1*	1	1		
Balmoral Road Car Park		1	1		
Cecil Road Car Park				4	
Golden Hill Park				6	
James Street CP		2			Be.EV x Trafford initial on-street rollout: 9 units / 11 bays
Sale Water Park				8	
Trafford Wharf Road		1**	2		
Stamford Street		2**			
Sandy Way Road		2**			
High Street Altrincham Market		2**			Be.EV private rollout within Trafford: 23 units / 46 bays
Dobbies, Altrincham				4	
White City Retail Park				5	
Chill Factor				12	
IMO Car Wash, Sale			2		
Summary	23	19	6	39	
Total					87 chargers (166 bays)

*TfGM fast charger
**Single bay charger

Table 1 – Breakdown of Be.EV sites in Trafford

- 2.2 As part of the project aims and ambitions Trafford set out to have 92 bays installed on Trafford owned land of which 81 bays are in place with signed agreements and leases. The Trafford land sites are those in Phase 1a, 1b and an initial on street rollout indicated in Table 1.
- 2.3 The project team which includes officers from Trafford and Iduna have collectively installed 166 charge points across Trafford as a whole since the commencement of the project and includes some private sites as indicated in Table 1 which brings the overall total number of Be.EV charging opportunities in Trafford to 166 bays.
- 2.4 Progress on the additional sites agreed since November 2022, which includes a number of on street sites, with anticipated completion dates is set out in Table 2. EV charge points are ready to be implemented in Regent Road Car park during May / June 2023 once the car park is complete. It is recognised that there needs to be further acceleration of on street site locations in order to meet demand of which 4 initial sites have been identified.

Be.EV location	Live date
Balmoral Road Car Park	May-23
Trafford Town Hall	May-23
James Street CP	May-23
Cecil Road Car Park	Jul-23
Sale Water Park	Jul-23
Golden Hill Park	Nov-23
Regent Road	May-23??
Sandway Road (on-street)	Jul-23
Stamford Street - (on-street)	Jul-23
Market Street - (on-street)	Jul-23
Trafford Wharf Road - (on-street)	Dec-23

Table 2 – Progress of additional sites

3.0 Review of Gaps and Utilisation of Chargers

- 3.1 Iduna have assessed the utilisation of charge points and gaps across Trafford’s wards. The assessment was undertaken in March / April 2023 hence refers to old ward boundaries at this time and coverage is being updated to reflect new ward boundaries for future reports. The reason for the gaps in some wards is due to a number of factors including lack of public car park availability and lack of available network power needed to allow chargers to run effectively.
- 3.2 A review of driver charger behaviour has also highlighted that users are choosing and utilising rapid and ultra-rapid chargers in favour of the ‘slower’ fast chargers. Hence due to customer demands Iduna are now looking to install rapids and super rapid charge points in any further rollouts.
- 3.3 Iduna will be looking to explore further sites with Trafford’s project team to fill the gaps in some of the wards subject to power availability and development opportunities that are being brought forward.

3.4 There is a commitment to include electric charge points in Leisure sites hence Be.EV are exploring these sites with the project team to co-ordinate with the delivery of the leisure investment programme.

EVCI in 14 of 21 wards

Ward	Be.EV
Altrincham	✓
Ashton on Mersey	✓
Bowdon	X
Broadheath	X
Hale Barns	✓
Hale Central	✓
St Mary's	X
Timperley	X
Village	✓
Bucklow St Martins	X
Clifford	X
Davyhulme East	✓
Davyhulme West	✓
Flixton	✓
Gorse Hill	✓
Longford	✓
Stretford	✓
Urmston	✓
Brooklands	X
Priory	✓
Sale Moor	✓

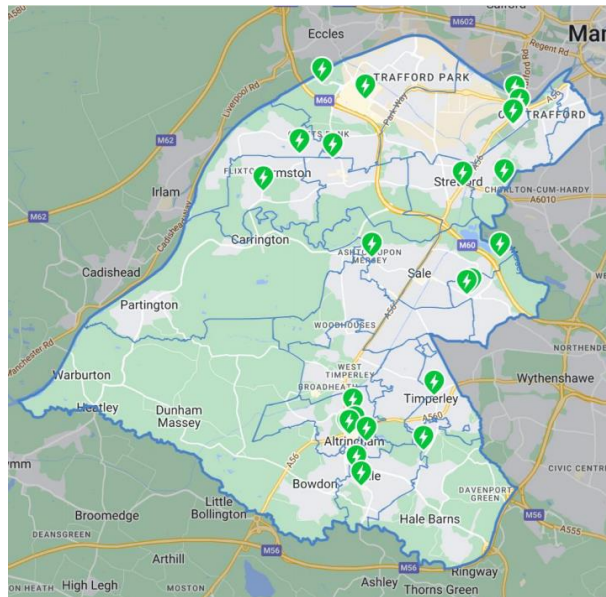
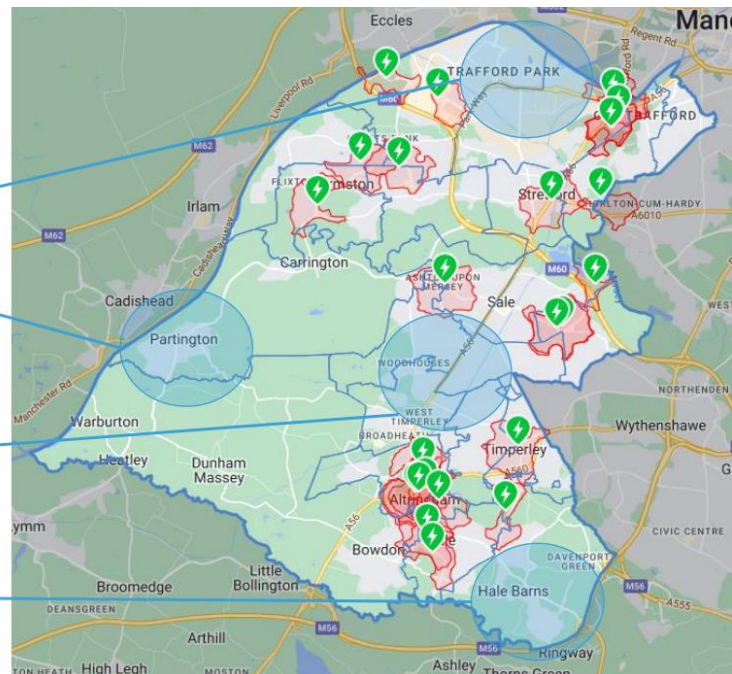


Table 3 – Ward Analysis

Map 1 – Charge Points in Wards

Where are the gaps & what are our recommendations?

- Trafford Park**
 1. Village Way
 2. Parkway
 3. Wharfedale Way
- Partington**
 1. Sports Village
 2. Central Road CP
- St Mary's, Broadheath & Brooklands**
 1. Sale Moore Community Centre
 2. Warrener Street CP
 3. Helicopter Park
- Hale Barns**
 1. The square
 2. Halecroft Park
 3. Ashley Road on-street



Map 2 – Charge Point Proposals to fill Gaps in Wards

4.0 Placement of Alternative EV Charging Infrastructure

- 4.1 A range of other alternative EV charging options has also been reviewed and researched that aligns with the LEVI grant funding opportunities that are becoming increasingly available.
- 4.2 There is also a recognition that there are some challenges facing residents who do not have the ability to charge at home due to lack of driveway or place to park a vehicle. The integrity and safety of the highway for all users will present problems for vulnerable road users by allowing cabling to run unprotected or even protected across a footway for long periods of time often overnight in the dark. Hence a trial of installing footway cable gullies will be rolled out in areas of terraced properties. In these areas a guaranteed parking bay outside properties cannot be offered or agreed.
- 4.3 Trials will be initially rolled out in known densely populated terraced areas where there are known gaps in coverage in wards and will require a section 50 licence issued under the Highways Act to be in place to allow the infrastructure to be installed correctly and locations to be recorded. Details of how to apply will be developed in the next 3 months and placed on the website.
- 4.4 Trafford are therefore looking to trial a range of other EV charging solutions including
 - a. Lamp column charge points
 - b. On street Be.EV chargers at gable ends with dedicated parking bays
 - c. Footway cable gullies (as outlined in 4.2 and 4.3)

5.0 Funding / Financial Considerations

- 5.1 Be.EV are continuing to work with Trafford BC without any capital investment from Trafford needed for this current project where the infrastructure is being installed and managed by them.
- 5.2 Trafford currently still has an element of capital funding identified in the capital programme to develop hub sites as a potential future Be.EV phase however, due to the opportunity of LEVI grant funding becoming available for the next two years and the increasing demand for on street chargers this capital is not likely to be required this current financial year.
- 5.2 The funding associated with the on-street solutions including lamp column charge points and footway cable gullies will be funded from LEVI grant allocations. Bids are currently being developed with GMCA as applications and subsequent allocation of LEVI funding is via the combined authority and will fund initiatives through 2023/24/25. Installation of infrastructure on the highway associated with the trials funded from LEVI can be managed by Trafford officers and the One Trafford Partnership contract.
- 5.3 The GMCA / TfGM are also looking to support districts in accelerating electric charge points through the CRSTS funding allocations during 2023/24/25/26 and

funding allocations from LEVI and CRSTS will be included as an update in future budget reports.

6.0 Conclusions

- 6.1 The rollout of a publicly owned and managed EV infrastructure to support increased demand has faced some challenges that we continue to learn from. The costs of upgrading power to support the EV chargers together with identifying suitable land and car parks that the council own are the main prohibitors for extending the rollout beyond the current phases.
- 6.2 Trafford is therefore, as part of the continuation of the project looking at trials of on street charging solutions funded by LEVI and CRSTS grant funding opportunities as contained in this report.
- 6.3 Recognition of gaps in infrastructure in some of the wards in Trafford will remain a priority to ensure there is a fair distribution of available infrastructure across the Borough taking account of the power restrictions we currently face.

7.0 Other Options

- 7.1 The alternative option is to not agree the approach to filling the gaps and rolling out trials for on street charging solutions. This would however, impact on Trafford's ambition to rollout EV charge points across the Borough and would not support the agreed EV strategy for GM
[Electric Vehicle Charging Infrastructure Strategy \(ctfassets.net\)](http://ctfassets.net)

8.0 Consultation

- 8.1 Local Ward members and a media campaign with updated website application for footway cable cullies will be launched to support this phase of the rollout as it progresses and as sites become live and ready for use. Consultation and negotiations will take place with those affected by the alternative site options.

REASONS FOR RECOMMENDATION

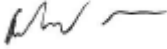
To inform and seek approval from the Executive on the next Phase of the rollout in Trafford and agree the proposed approach to on street trials and filling gaps in coverage across Trafford.

Key Decision No

If Key Decision, has 28-day notice been given? n/a

Finance Officer Clearance *(type in initials)...PC...*

Legal Officer Clearance *(type in initials)...TR...*

[CORPORATE] DIRECTOR'S SIGNATURE *(electronic)*..... 

To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.