



TRAFFORD
COUNCIL

Electric Vehicle (EV) Charging in Trafford

Progress To Date and Potential Next Steps - Scrutiny

Scrutiny Update Agenda

- The EV Journey so far – update
- Trafford's Phase 1 rollout
- Trafford's Phase 2 rollout
- Data and usage
- The Demand
- The Challenges and Risks
- Next Steps and Way Forward

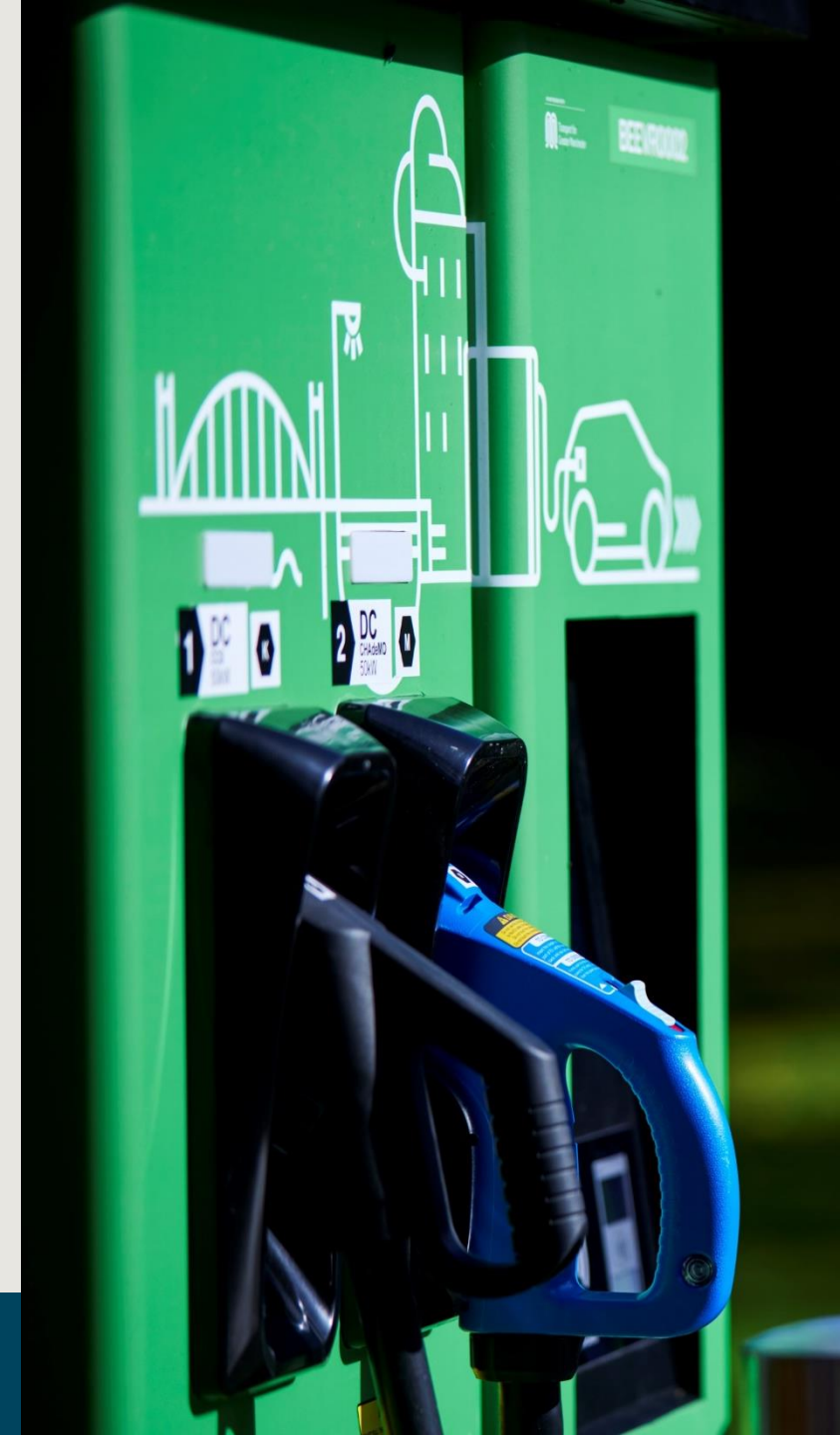
The Journey So Far

- In March 2020 Trafford Borough Council agreed to explore the EV charging market further through a soft market exercise, which included reviewing procurement options for the installation of EV charging points across Trafford.
- In November 2021, after considering a variety of options Be.EV became the approved provider for EV charging within Trafford. The initial agreement would include Trafford entering into a number of leases with Be.EV in order for a target of 100 new charging points being installed.

The Be.EV Journey

Introduction to Be.EV

- Be.EV was appointed by Transport for Greater Manchester (TfGM) to implement the EV charging infrastructure across the region. Be.EV work closely with TfGM, the 10 Greater Manchester Local Authorities, NHS Trusts, civic bodies, universities, and private businesses to develop and deliver a recognisable brand of EV charging infrastructure that is easy to use that support the Transport Strategy and clean air objectives for the region.
- As a Northwest based company, Be.EV are focused on developing a dense and accessible charging network with local businesses, reconnecting the infrastructure within the communities and creating a network that is not only sustainable but meets our social value objectives.
- The Be.EV network is one of the North West's largest publicly available EV charging network and is rapidly expanding across the North of England..
- Trafford engaged directly with Be.EV to accelerate and deliver the Be.EV network locally.



Phase 1 rollout

- In partnership with Trafford Council, Be.EV identified a number of sites that would be suitable for the development of EV charging infrastructure. The deployment of this infrastructure is a key part of the Clean Air Strategy and 2040 Transport Strategy and vision
- Initially over 60 sites were identified that comprised of council car parks, leisure centres, libraries, and other council owned assets.
- From these 60 sites a list of 10 from across 10 wards in Trafford were put forward as a phase 1a.



Phase 1 rollout

- Within the region we have seen a significant rise in the amount of power needed by businesses and residents as the UK and economy continues to grow
- As a result of this higher demand in electricity usage around 60% of phase 1a sites were not feasible due to lack of power or excessively expensive reinforcement of the electricity network.
- It is anticipated that the electrical infrastructure is likely to be upgraded to cope with demand over the coming years hence these sites may become viable in the future.
- Currently, there are four sites with signed leases, Brown Street Car Park, Thorley Lane Car Park, Flixton Road Car Park and Longford Park Car Park.
- Leases are due to be finalised on two remaining sites from the Phase 1a rollout: Regent Road and Greenbank Road Car Park.



Phase 2

- A further 30 sites have been identified and have recently been approved by the Executive that will be worked through
- An additional 7 Agreement for Leases have been signed in January 2023. The sites include Trafford Town Hall, Balmoral Road Car Park, The Causeway, Cecil Road Car Park, Golden Hill Car Park, James Street Car Park and Sale Water Park.
- Additional sites to assist the Taxi Trade will see a further 3 sites at Ashfield Road, Wharfside Road and The Quadrant having Be.EV installed
- This second rollout phase should allow Trafford to meet the councils targets of having 100 charge points (46 public chargers and 4 Taxi chargers (providing 92 and 8 charge points respectively) installed across the Borough.



Phase 2

Be.EV will continue to identify sites for further rollout phases to drive EV adoption and clean air in Trafford.

Site	Fast	Rapid	Ultra-rapid	Ultra-rapid dynamic
Brown Street	2			
Flixton Road Car Park	1	2		
Greenbank Road Car Park		2		
Longford Park Car Park		1		
Regent Road Car Park	5			
Thorley Lane Car Park	2	2		
Trafford Town Hall		1	1	
Balmoral Road Car Park		1	1	
The Causeway		2		
Cecil Road Car Park				6
Golden Hill Park				6
James Street CP		2		
Sale Water Park				8



Data

Below is the breakdown of the number of Be.EV connection points, by charger type for each of the Greater Manchester districts – along with the updated forecast for Trafford

Borough	Fast	Rapid	Ultra-Rapid	Ultra-Rapid Dynamic	Total
Trafford (live)	17	5			22
Trafford Forecast - Total	33	15	2	20	70
Bolton	7	2			9
Bury	11	2			13
Manchester	31	8			39
Oldham	15	2			17
Rochdale	5	2			7
Salford	23	2			25
Stockport	8	2			10
Tameside	4	2			6
Wigan	7	2			9

Be.EV November 2023 Summary	CPID	Charger Type	Total kWh	Number of Sessions
Brown Street Car Park	BEEVF0004	Fast	303	15
Brown Street Car Park	BEEVF0005	Fast	468	28
Thorley Lane Car Park	BEEVF0002	Fast	50	7
Thorley Lane Car Park	BEEVF0003	Fast	30	5
Thorley Lane Car Park	BEEVR0004	Rapid	2955	123
Thorley Lane Car Park	BEEVR0005	Rapid	2782	106
			6590	284

Be.EV will provide monthly performance reports for all installations installed in Trafford as sampled above

The Demand

- Demand for Electric Vehicle (EV) charging is growing but the number of public EV charging points isn't keeping up with demand.
- Today, there are approximately 600 publicly available EV chargers including those provided by private operators across Greater Manchester (providing over 1100 connection points for vehicles). 225 of these chargers will be part of the Be.EV network
- By 2025, it is estimated that this needs to grow to 2,700 fast and 300 rapid chargers across GM to meet forecast demand.
- Demand in Trafford therefore is estimated to be multiplied 5 times over to meet local demand with an estimated 600 publicly accessible connection points needed in Trafford alone.

The Demand

- Demand for private connections and the ability to charge from home is also increasing and there is funding for charge points to be installed by residents who can charge their electric vehicle off highway and on their driveway.
- The demand to charge on street from private properties who have no driveway is also increasing however, this presents challenges and risks for both residents and Trafford.
- Trafford has explored how to meet this demand with options including the following:
 - Temporary covering of charge cables across the footway
 - Installing covered channels that allow cables to be placed in the footway below ground
 - Installing kerb side charge points

The Challenges and Risks

Temporary covering of charge cables across the footway



If a passer-by is injured because of an EV cable, it is possible that residents and the council could face claim for personal injury.

The need to park as close as possible to property to charge vehicles is likely to increase and will present potential conflict with neighbours and increase local parking demand in an already competitive environment

The Challenges and Risks

Installing permanent channels that allow cables to be placed in the footway below ground



Requests for permanent solutions have increased however, there are risks due to access needed to public services below ground such as gas and electricity that means this could not be installed.

Large numbers of requests and installations could also lead to integrity of the footway being compromised, problems with repair and maintenance and increased parking demand outside properties becoming unmanageable

Alternative Charging Options

Charging at public available sites

Connecting EV to a charging point on or around private property with no driveway will prove difficult for everyone as use of electric cars increases. Residents can take advantage of the public charging network instead. Smartphone apps like Zap-Map will direct people to all the local charging points in the area or while you're out and about, meaning that anyone can charge their EV while at the supermarket, shopping centre or wherever an EV charge point has been installed much like using a petrol station.

Electric Car Charging For Drivers With A Disability

As a part of their 'worry-free' motoring package, Motability have partnered with Ohme, Easee and BP Pulse to offer a no-cost charging solution to Motability customers who lease a 100% electric car

Motability customers interested in an EV who don't have a driveway (or access to suitable off-street parking) can choose a complimentary subscription to the BP Pulse network of public charging points instead of having a home charger fitted.

Alternative Charging Options

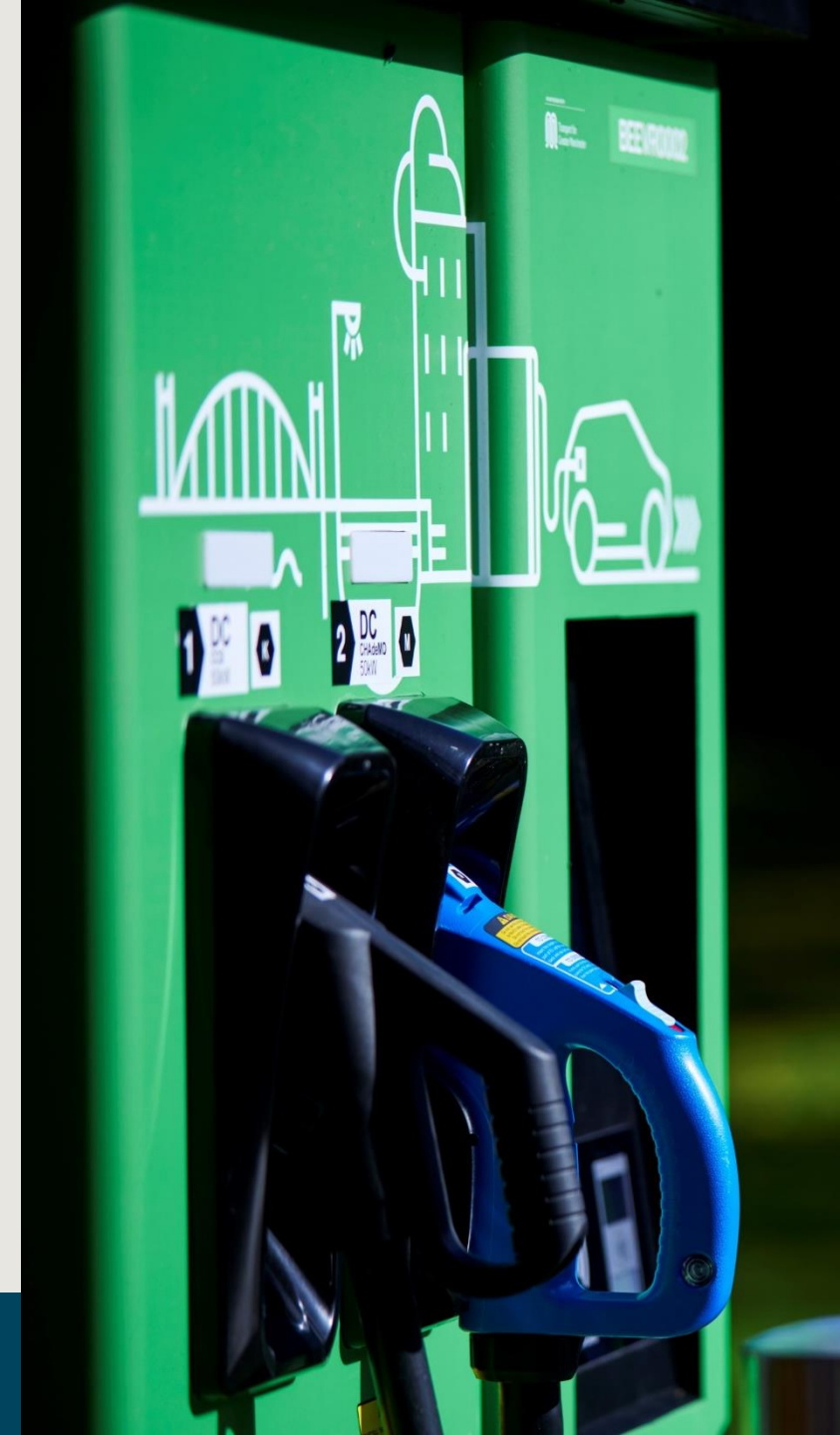
Installing kerbside charge points from dedicated equipment or lamp columns



This will require significant investment in equipment and electricity supply in some areas

Be.EV Potential Next Steps

- The current Be.EV project is a fully funded model with all works, including power supply, building of sub-stations, design, installation and equipment costs being their responsibility.
- As a business Be.EV want to deliver EV charging infrastructure across Trafford to help residents and business switch to electric vehicles regardless of the socioeconomic status within the area.
- The ambition is to have chargers which are no more than 5 – 10 minutes away from residents in Trafford

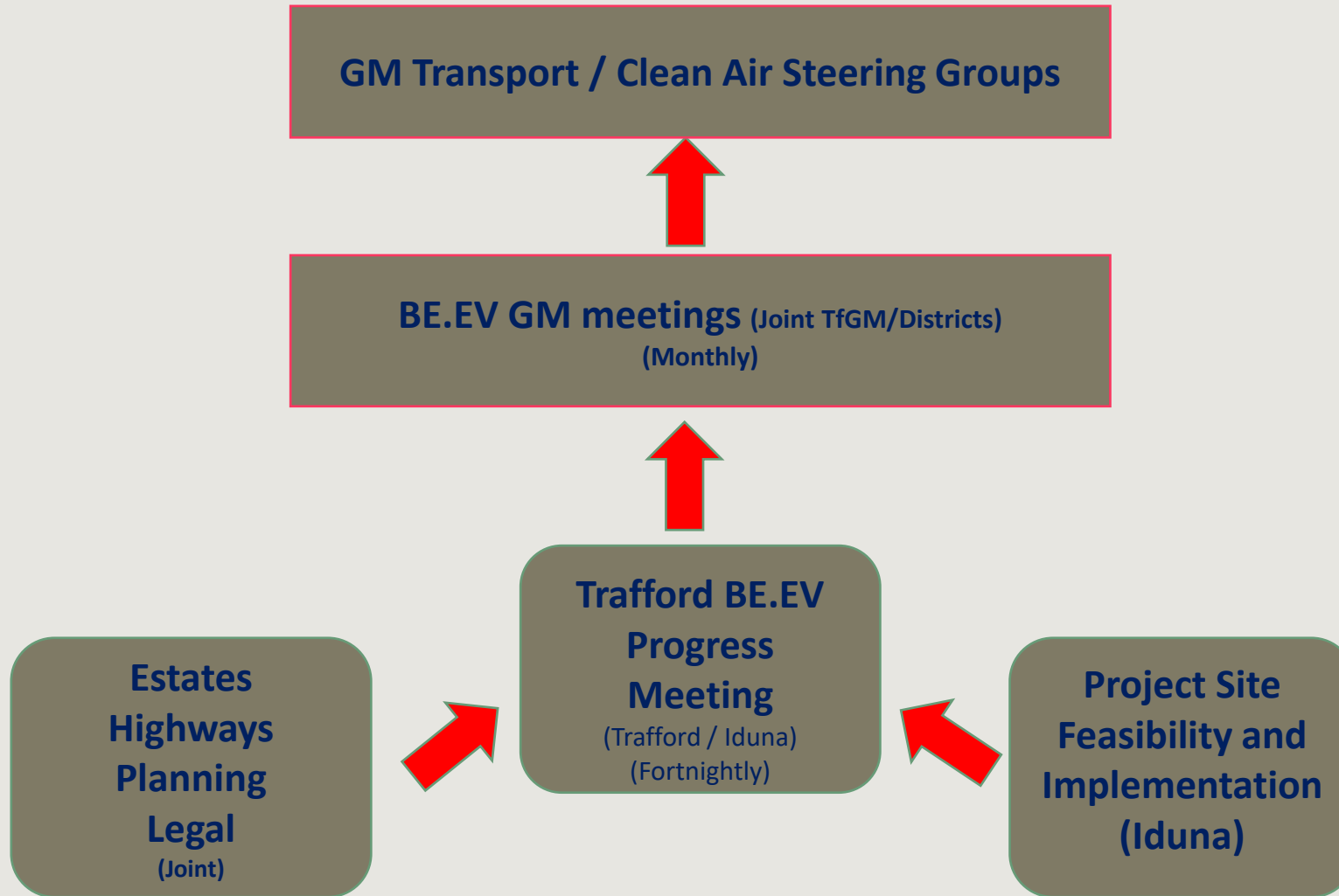


Be.EV Potential Next Steps

- The current Be.EV project has exhausted all easy options in council car parks.
- Be.EV are flexible on a variety of procurement options including joint ventures to expand further and offer investment opportunities for Trafford in this market.
- On Street Charging (lamp posts and chargers) and reviewing public owned land for larger scale installations is considered to be the next phase of the project which will require development and investment over 2-5 years.
- Following a review undertaken by TfGM CRSTS funding has been allocated for this purpose and existing Trafford allocated funding will be used to develop this next phase of the project.



EV Charging Governance



**GM The Greater Manchester
Transport Strategy 2040**

[Greater Manchester Transport Strategy |
Transport for Greater Manchester \(tfgm.com\)](#)

**GM EV Charging Infrastructure
Strategy 2021**

[Greater Manchester's EV charging strategy |
TfGM Electric Travel](#)

CRSTS Funding
£600k

**Trafford Capital
Funding**
£350k