ROCHDALE
BOROUGH COUNCIL

Report title: Electric Vehicle Charging Infrastructure Policy

Report to: Communities, Regeneration and Environment Overview and Scrutiny Committee

Date of meeting: 12th September

Cabinet Portfolio Holder: Cabinet Member for Climate Change and Environment

Report of: Director of Neighbourhoods

Public or private: Public

Key Decision: No

Published on the Forward Plan: N/A

1.1 Report summary

1.2 The EV Charging Infrastructure Strategy is intended to work in conjunction with the LTP and Rochdale Council's vision for a shift to more sustainable transport methods.

1.3 Whilst we recognise the varied benefits of sustainable transport to individuals and the local environment. The Council anticipates that a reduction in private car use overall across the borough in favour of public transport and more sustainable travel means, will help to achieve the wider environmental goals. It is acknowledged that it is sometime impractical for certain individuals under specific circumstances to use sustainable transport so minimizing the negative impacts of non-sustainable travel is critical.

1.4 This initial strategy focuses on the infrastructure to support EV usage and roll out across the borough. It looks forward to 2030, but as electric vehicles, and electric vehicle charging, is very much an emerging technology it is important for the Council to be able to adapt to changes and ensure a flexible approach to delivery of the strategy.

1.5 The initial strategy will focus only on the next 3 years and will be reviewed regularly to ensure the local authority can adapt to changes in modal choice, innovation and funding.

1.6 The recommendations below outline the approach we intend to take to providing charging points.

2.1 Recommendations

2.2 The Committee is asked to note that:

2.3 A range of chargers are currently available in the marketplace

Slow 3-6kW (6-12 hour charge time)

Fast 7-22kW (4-6 hour charge time)

New Fast 7-22kW (4-6 hour charge time)

Rapid 50kW (80% charge in 20 to 60 minutes)

Ultra Rapid 100kW, 150kW or 350kW (100% charge in 20-30 minutes)

It is recommended a combination of all chargers available are used in different locations to meet the varying demands for EV charging across the borough.

There are multiple charging scenarios with recommendations of each area below.

The Committee is asked to comment on the EV Charging Infrastructure Strategy outlined in this report.

2.3 Charging at Home

Home charging is generally made up of slow, fast and new fast chargers where users can park on their own driveways cars overnight to charge. This option is only really available for users with private driveways or their own dedicated parking space.

Recommendation: Private home owners with dedicated driveway space are left to decide their own charging solution.

2.4 EV Charging Hubs

EV Charging hubs are local centres with a dedicated focus of charging points. The purposes of which users can be sure that charging point would be available at any visit. These locations would primarily be made up of rapid and ultra-rapid charging points. The intention is charging hubs to be brought forward at destination locations as opposed to local neighbourhoods. (Destination locations would be local centres, town centres, or places like the Train Station and Local Interest Spots)

Recommendation: Sites will be selected and with the intention of some sites operating to be third party funded and some sites to be Rochdale BC owned and operated spaces.

2.5 Council Car Parks

The Council Owns and operates a number of busy Car Parks across the boroughs. Whilst we may look to some of these Car Parks becoming EV

Charging Hubs we expect it will be necessary to have some EV Charging Provision on all major Car Parks.

Recommendation: Sites will be selected and with the intention of some sites operating to be third party funded and some sites to be Rochdale BC owned and operated spaces.

2.5 On Street Charging

On Street charging is essential to provide a charging option for residential areas where no private driveways or dedicated parking bays are present. On Street charging options consist mainly of Slow and Fast/New Fast chargers.

The main issue with on street charging is cables trailing across footways which can create a trip hazard to other highways users. It is not an unusual scene to see cables leading from houses to cars across footways. The Highways department has yet to agree the suitability of matting or ducting of cables on footways to avoid trip hazards.

As with the evolution and advancement in technology a number of solutions to the issues with On Street charging have been identified. Charging points can be installed at the front of the footway and ducted under the footway surface. These solutions eliminate the hazard of trailing cables. As such Rochdale Council is open to considering on street EV charging options.

Recommendation: On a neighbourhood by neighbourhood basis areas will be packaged and put forward for third party operators. The local authority will pick up hard to reach places with government and self-funded options.

The Highways Department is to investigate the possibility of ducting under the footway from properties without driveways.

2.6 Commercial Charging Hubs

Commercial Charging hubs are expected to take the place of the Petrol Stations and would be made up of Rapid and Ultra Rapid Chargers. Given the additional time it takes to charge an EV compared to filling up with Petrol or Diesel commercial hubs are expected to incorporate cafes and a greater shopping offer than the Petrol Station.

Recommendation: RDA will look into spaces at strategic location for commercial operators to lease locations from the local authority.

2.7 Managed Workplaces/Businesses/Schools

Many workplaces already incorporate EV charging points for employee use. As the number of EVs increase we expect the introduction of more and varied EV charging points. Workplace EV charging will not be open to public use and its presence will not be considered as part of our target numbers. Rochdale

Council will however encourage and support the introduction of work place EV charging where possible.

Alongside buildings and property open to the public the Local Authority has a number of properties managed by the Estates department but occupied by private tenants. In order for local authority assets to remain competitive and up to date EV Charging must be considered at these facilities.

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Recommendation: The Estates Department will look to self-funded options initially before considering part or third party funded charging options.

2.8 Electric Vehicle Charging for Taxis

The Local Authority wishes for cleaner vehicles with lower emissions in all forms of transport. Taxi services both Private Hire and Hackney Carriage for an important part of Rochdale's mode of transport options.

In order to encourage taxi drivers and operators to shift to Electric Vehicles the local authority must ensure availability of chargers.

The Highways Department who manages Council Car Parks has in partnership with TFGM introduced Taxi Dedicated EV Charging at the following locations across the borough.

Taylor Street – Heywood

High Street - Rochdale

East View – Middleton

These charging points are an initial provision. Should demand for Taxi exclusive charging points exceed the provision the Highways Department will look to introduce more charging locations where required.

2.9 Work Areas

The initial EV Charging strategy serves the agenda of multiple Local Authority departments. Within each department the scope of responsibility varies but feeds towards a united goal.

2.10 Neighbourhoods

With a need to provide on-street EV Charging on the Highway and Charging Hubs within Council Owned Car Parks much of the necessary infrastructure falls upon land in the control of the Highways and Engineering Department and the Estates Department under the Neighbourhood's directive.

The Highways Department is working on engaging with OZEV and via TfGM to secure funding to install EV Charging on Street and within Council owned Car Parks.

The Highways department is also working to identify viable locations for local EV charging hubs and suitable locations for on-street EV Charging.

On Street Charging was initially the least favourable option for charging. However as the scale of chargers necessary has become more apparent Central Government has increased funding opportunities in this area. The Intention is for the Highways Department to trial On Street Charging across the borough in partnership with our Street Lighting Provider Eon. The Local Authority will not support cables trailing from the back of the footway. Any infrastructure used would see charging points moved to the front of the footway to avoid trailing cables.

2.11 Corporate Policy

The Corporate Policy team has produced the Climate Change Strategy and Action Plan for the borough “Protecting the Planet for People & Places” which was approved by the Cabinet on 29 March 2022 sets out the objective of achieving carbon neutrality by 2038. The strategy aligns our targets with those set out by the Greater Manchester Combined Authority including the Greater Manchester Electric Vehicle (EV) Charging Infrastructure Strategy 2021, which aims to grow the amount of publically available EV chargers from 360 to 3,000 fast (2,700) and rapid (300) chargers by 2025.

Rochdale’s strategy includes a key performance measure on Electric vehicle charging to increase the number of publicly available EV charging devices (all speeds) to the Greater Manchester average of 15 per 100,000 population by 2025. The supporting action plan has an outcome (CC36) that the most polluting vehicles should be removed from the borough and in order to achieve that specific actions are required for the:

deployment of electric vehicle charging points across the borough within publically accessible spaces, including fast and rapid points; and to

secure funding from the Office for Zero Emission Vehicles (OZEV) to support the extension of electric vehicle charging infrastructure.

The Policy and Performance Team has responsibility for ensuring that the council can meet its climate change objectives set out in the strategy and action plan. In addition we are involved in a GMCA led project called Go Neutral 2 designed to scale up the deployment of Smart energy projects including EVCI on local authority assets, including land and car parks. We have also worked with GMCA and the Energy Systems Catapult in developing a Local Area Energy Plan (LAEP) for the borough which includes identifying the opportunities for deploying EVCI across the borough.

2.12 Rochdale Development Agency

RDA is investigating the possibility of working with commercial EV providers to explore options using Council land to create charging hubs at strategic locations across the Borough. The intent is to generate long term income from these locations and to help meet the demand for EV Charging in the Borough.

2.13 Private Sector Involvement

It is not the responsibility of the local authority to be the sole provider of fuel/power for all vehicles within the Borough. It is expected that a significant proportion of the demand for Electric Vehicles will be met by the Private Sector.

Petrol Station forecourts, Supermarket car parks and Private car parks already providing more than half of publically accessible charging locations. At present it is expected that this trend will continue.

Rochdale Council has regular approaches from new providers in this emerging market. Many of the providers are backed by large well known fossil fuel companies looking to become established in the EV Charging markets. The Highways Department has met with many private and commercial providers and continues to engage with the private sector to guide and encourage investment in EV Infrastructure.

The highways department is monitoring the growth of provision by Private Sector organisations using information provided from ZAP MAP and TfGM.

In addition to monitoring the introduction of EV charging points the Local Authority is contacting organisations such as Supermarkets to determine their plans for the introduction of EV charging to ensure accurate projections.

(In addition to publically available locations, workplaces also have a number of charging points available for staff and fleet vehicles. These locations are not considered within the available charging locations nor will they be considered against Rochdale Council targets going forward as we cannot guarantee their availability for public use.)

2.14 Delivery

As with the initial strategy agenda servicing multiple departments the responsibility for delivering EV Charging Infrastructure in the borough also sits with several departments and overlapping area of focus.

The EV Working Group has been set up to co-ordinate workloads and share information between departments. This group meets monthly and will monitor progress on the EV Strategy going forward.

The broad areas of work are identified in the table below. Please note this list is not exhaustive and is expected to change regularly in the coming months.

Corporate Policy & Estates	Highways	Rochdale Development Agency
Public Charging hubs on Council Land/Including	Provision of EV Charging Points within Council Car	Commercial Partnerships opportunities

Council Car Parks/Managed Workspaces	parks only/Dedicated EV Charging for Taxis	
Go Neutral funded EV Charging locations	On Street Charging in residential areas with insufficient dedicated parking provision.	Commercial charging hubs on council land

3.1 Reason for recommendation

EV Charging is a quickly evolving technology. Climate Change targets have accelerated advancements in technology and competition within the market sector. It is not clear at present what the preferred methods of charging will be. If we choose to favour one method of charging over another we will be less well informed.

4.1 Alternatives considered

The recommendations made have been done so after consultation with all relevant departments and portfolio holders following a workshop exercise. At present EVs are not in wide enough usage or is the demand for chargers sufficient to establish a clear picture of requirements. The intention of the approach taken is to encompass all possible alternatives initially and to then in time take a more informed approach after an initial 3 year period has helped us to establish favoured charging habits.

5.1 Key information

5.2 EV Charging provision currently exceeds the demand and as such is not yet profitable. It is not expected that charging points will become profitable for another 10 years.

5.3 Infrastructure can vary greatly in price. It is not believed we can self-fund all the necessary infrastructure required. Government recommendations are that we engage with the private sector to help meet this challenge,

5.4 We do not recommending all EV Charging Options in the borough owned by Third Party operators nor do we recommend any operator establishing a market share that could see the Rochdale BC losing control over the Infrastructure.

6.1 Finance

6.2 The cost of the installation of EV Charging Infrastructure is significant. With each location there is potential for the cost of the charging point itself, power cables and associated highways works and the introduction of Electricity Sub Stations where the Electricity Network is insufficient. Early studies of the Rochdale area show the local power grid will need significant work to support widespread EV Charging.

6.3 Multiple funding sources are available to support the introduction of EV Charging Infrastructure.

6.4 **Self-Funded** sites would see the local authority fund the introduction of the charging points. As a result any profits made would be kept by the local authority for reinvestment. The local authority would also be responsible for the cost of any maintenance or repair.

6.5 **Grant or Government Funded** sites are already I place across the borough. The sites have been funded by grants obtained from Central Government by ourselves or by TFGM on our behalf. These charging points are maintained by TFGM or their partners and income generated from these locations is reinvested into EV charging infrastructure.

6.6 **Part Funded** sites would see the local authority share the cost of introduction of the charging points with a third party. As a result any profits made would be shared by the local authority and the third party. This would reduce funds for reinvestment. The Local Authority would also however share the responsibility for the cost of any maintenance or repair.

6.7 **Third Party Funded** would see a Private Investor fund the introduction of the charging points. As a result any profits made would be kept by the third party. The third party would also however be responsible for the cost of any maintenance or repair to infrastructure.

6.8 In the short term whilst the demand is not significant charging points are not expected to generate any income.

6.9 In the long term there is potential for many charging points to generate income once they're in regular usage.

6.10 At this point private investors wish for long term contracts 10 - 20 years to minimise the loss in their initial investments.

6.11 Should we avoid private investment and insist on self-funded charging locations we should not expect to make any income on chargers for their initial life span.

6.12 In every case the funding aspect of each location will require the approval of the Finance Department and relevant portfolio holders.

7.1 Legal

7.2 It may be necessary to revise Traffic Regulation Orders in Streets and Car Parks to accommodate EV Charging.

7.3 In instances where Private Investment takes place it will be necessary for the Local Authority to establish Hosting Agreements to ensure the Investor is responsible for the maintenance of each charging point and its associated components.

7.4 Each new location will require the approval of the Legal Team and the relevant Portfolio Holders to ensure we are operating in an appropriate fashion.

8.1 Human resource

No Human Resources Issues to consider within this report.

9.1 Sustainability impact

A sustainability impact assessment has been completed as a part of this proposal. There are largely positive impacts in terms of improvements to air quality and health and wellbeing and investment in new green infrastructure and technologies. But there will be impacts on the environment from the development of new infrastructure in terms of the transport and use of materials. However, there will be CO_2 emissions reductions from uptake of EV's which will contribute towards the borough's climate change targets.

10.1 Other considerations (corporate priorities, risks)

10.2 If we fail to agree an approach to this challenge we are likely to miss out on funding opportunities available from Central Government.

10.3 Failure to begin the widespread introduction of EV Infrastructure could see us falling behind our neighbouring Local Authorities in terms of EV Provision.

10.4 **Equalities** - An initial screening exercise on the equalities impact has been carried out as part of the sustainability impact assessment referred to at 9.1 above. EVCI relates to accessibility, affordability and usability of publicly available infrastructure. It also has widespread health benefits from improvements to air quality. There may be impacts on protected characteristics which have both positive and negative consequences

Background Papers:

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