

Greater Manchester EV Policy



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ELECTRIC TRAVEL



GM's EV charging network

GM has at 364 EV charging points.

GM has **transitioned to new network delivery partner and operator**. This has seen an initial **rationalisation and modernisation of the Be.EV**. At 120 charging devices, the Be.EV network represents a third of all publicly accessible charging devices in GM.

With 120 devices, Be.EV represents almost a third of GM's public EV charging infrastructure.

Early Measures and OLEV taxi projects will increase that share to circa 40% and the size of the network by 15% (assuming no activity by the private sector) **however analysis shows potentially a gap will remain unless there is an increase in deployment.**



The story so far....



- First chargers installed in 2014
- Free network as an incentive for GM EV drivers
- Predominantly a 'fast' network with a few rapid chargers
- New contract with Be.EV
- Early Measures funding – engagement and charging points
- Strategy development and future investment

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EV Programme Funding Overview



Project	Deliverables	Budget/forecast	Funding
Early Measures	24 rapid charging posts across GM.	£3 million	Secured and being delivered. 6 units left to install.
OZEV EV Taxi Infrastructure	30 rapid charging posts for taxis	£2.4 million	Secured and progressing. £1.8 million from OLEV, £600k pa from TfGM Levy.
CAP EV Taxi Infrastructure	30+ rapid charging posts for taxis.	£3.5 million	Secured and progressing.





Main Themes

- The need to:
 - ensure that an under provision of EVCI is not prohibiting the transition to EVs.
 - accelerate the transition to EVs to meet net-zero carbon targets especially in light of the ban of the sale of new petrol and diesel cars by 2030 and hybrids by 2035.
 - public sector intervention in the short term to encourage and accelerate the transition to EVs, demonstrate commitment to EV technologies and encourage investment
- The long term 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 and therefore there is a need for flexibility to change investment priorities.
- Alternatives to home charging for those without off-street parking including EV car clubs, community hub charging, workplace charging, EVCI at park and ride sites.





Priorities for Public Investment up to 2025

The initial focus for investment will be to provide a blend of EVCI that prioritises meeting the demand likely to be generated by the most polluting vehicles transitioning to EVs.

Taxi charging

- Modelling estimates that between 34 (low scenario), 90 (central scenario) and 190 (high scenario) rapid charging devices will be needed by 2025 to support transition.

EV Car Clubs

- In partnership with EV car club providers we will look for further opportunities to expand the EV car club offer in suitable locations across GM making shared electric vehicles more accessible.

Priority locations for community hub charging infrastructure

- Through further research and engagement with businesses and communities we will look for opportunities to trial a small number of EVCI community hubs in locations where high demand is aligned with constraints on home charging or where demand from significant EV LGV business activity may justify public investment.



Thank you for listening!



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