

Delegated Executive Officer Decision Report

Decision Maker:	Emma Barton, Deputy Chief Executive Place
Portfolio area:	Cllr Chris Goodwin Cabinet Member for Don't Trash Oldham
Date of Decision:	24th May 2024
Subject:	Grant Acceptance: City Region Sustainable Transport Settlement (CRSTS) – Electric Vehicle Charging Infrastructure (EVCI)
Report Author:	Eleanor Sykes, Strategic Transport Team Leader
Ward(s) Affected:	Boroughwide

Reason for the decision: Oldham Council has secured £110,000 of capital funding from the City Region Sustainable Transport Settlement (CRSTS) for:

- Increasing Oldham's capability requirements (staff resource) to progress investment in our publicly available Electric Vehicle Charging Infrastructure (EVCI) network by utilising available capital grant funding from CRSTS and the Local Electric Vehicle Infrastructure Fund.

The purpose of this report is to confirm the value of the grant available to Oldham Council and notify the Portfolio Holder of the intended use of this funding and the next steps.

Summary: In March 2023, GMCA endorsed a funding distribution model for CRSTS funds based on population, the proportion of rural areas in a Local Authority area (as these are often less likely to be served by the commercial market) and the level of housing stock which has neither off-street parking nor access to charging within five minutes' walk. [Electric Vehicle Charging](#)

[Infrastructure Delivery \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk).

Oldham's share based on this funding allocation model is £689,577 of £7.55m.

At that time, it was noted that the Office for Zero Emission Vehicles (OZEV) had launched the Local Electric Vehicle Infrastructure Fund (LEVI).

The stated aims of OZEV's LEVI fund are to:

- Deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure across England;
- Accelerate the commercialisation of, and investment in, the local charging infrastructure sector.

The funding is designed by OZEV to move away from previous funding models of an owner-operator model, into that of a more commercial arrangement. This strategic direction links closely with the recommendations noted by the GMCA in March 2023.

The Capital element of GM's LEVI allocation has now been confirmed as £16,158,000, with OZEV being clear that the LEVI Capital funding cannot be used to fund staffing, and that the capital funding solely relates to:

- Purchase of the chargepoint;
- Other hardware associated with the installation;
- The associated electrical connection components including distribution network operator (DNO) connection;
- Civil engineering works related to the installation Labour of the installation; and
- Where applicable, the capital costs of a parking bay and traffic regulation orders (TROs).

To meet OZEV's requirements for collaboration in delivery, TfGM are responsible for managing the procurement and delivery of the programme, and the GM local authorities will be responsible for managing the operations and maintenance (with the Charge Point Operator) once the charging points are operational.

The Bee Network Committee on 21 March 2024, approved the drawdown of a further £1.086m CRSTS funding, to be allocated across the 10 GM local authorities.

Oldham requested £110,000, to support our capability requirements in progressing the commercialisation and investment in on-street charging infrastructure across GM through OZEV's LEVI capital fund and Oldham's remaining CRSTS capital allocation of £579,577.

This initial EVCI funding for resource will be used to allow Oldham to develop an approach (including overseeing production of an EVCI strategy for Oldham), undertake site selection, procure legal resource for contracts and general legal advice.

GM's submission to OZEV outlines GM's intention to install between 3,300 and 4,500 charging points across Greater Manchester, across a programme of work running to 2027.

Now the Local Authorities have agreement for the funding to help with EVCI development activity, TfGM will complete mobilisation plans and will provide an update on the programme to the GM Bee Network Committee early in the new municipal year. This will include a proposal on the funding distribution model of LEVI.

What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):

Option 1:

- That the grant from the City Region Sustainable Transport Settlement (CRSTS) of £110,000 be accepted.
- That the intention to bring the additional resource into the transport capital programme in 2024/25 be noted.
- That approval to use this resource to appoint additional support to Council teams, by the most appropriate means, to progress the investment in on-street charging infrastructure using CRSTS and LEVI capital funding is approved.

Option 2:

- That the grant from the City Region Sustainable Transport Settlement (CRSTS) of £110,000 is not accepted.
- That approval to use this resource to appoint additional support to Council teams, by the most appropriate means, to progress the investment in on-street charging infrastructure using CRSTS and LEVI capital funding is not approved.

Recommendation(s):

This report recommends 'Option 1' is taken forward. Additional staff resource is required to bring forward this important and emerging area of work.

Option 2 would be reputationally damaging. We have committed to develop and deliver additional EVCI as part of the GM 2040 Transport Strategy (<https://tfgm.com/2040-transport-strategy>) and Oldham's Transport Strategy and Green New Deal Strategy.

The development and delivery of additional EVCI using grant funding will make the transition to electric vehicles a more feasible option for many of our residents that could not currently consider it due to charging concerns.

The Council can influence the spend of grant funding to ensure that EVCI is installed in locations less likely to be served by the commercial market, i.e., rural areas or those where the housing stock has no off-street parking or access to charging within 5 minutes' walk.

This work also ensures Oldham remains appealing to visitors and businesses knowing that adequate charging facilities are available at various locations.

Implications:

*What are the **financial** implications?*

The Council has been awarded £110k of City Region Sustainable Transport Settlement (CRSTS) funding

for additional resource to support our capability requirements in progressing the commercialisation and investment in on-street charging infrastructure. This report outlines the acceptance of the grant.

This will be funded from within the 2024/25 Transport Capital Programme and will be financed by CRSTS funding.

The costs for this stage of the scheme will need to be contained within the available funding.

(John Edisbury)

What are the **procurement** implications?

The acceptance of grant funding does not pose any procurement implications but the manner in which it is spent does.

Early discussions will be required with the Commercial Procurement Unit (CPU) to determine in scope purchasing needs and any subsequent tendering activity will be managed by the CPU and carried out in line with the Council's Contract Procedure Rules and the Public Contract Regulations 2015.

(Emily Molden)

What are the **legal** implications?

It is important that the Council comply with its commitment under the GM 2040 Transport Strategy. Grant funding is available, as the report alludes to, it would be a reputational risk and a detriment to the residents of Oldham in not progressing with the recommended option.

The service should liaise with the legal team in relation to any grant funding documentation that needs to be considered.

(Alex Bougatef – Interim AD legal services)

What are the **Human Resources** implications?

No HR implications with this particular report. A further report may be required to establish if there is a need for post.

(Ebrahim Mulla, HR Manager – 17/04/2024)

Equality and Diversity Impact Assessment attached or not required because (please give reason)

Not applicable

What are the **property** implications

Not applicable

Risks:

The reports provides the background in relation the Electric Vehicle Charging Infrastructure and the ability to use the CRSTS funding to support the capability requirements in progressing the commercialisation and investment in on street charging infrastructure for Oldham Council, the whole project will provide an opportunity for the Council to meet its priorities of a clean green future.

If the funding is agreed the service will need to ensure that any procurement is in line with the Contract Procedure Rules and ensure that any additional support used to support this project has the recognised expertise surrounding Electric Vehicles to enable to advise the council on mitigate of risks around health and safety including locations of charging points, risk of fires, cable deterioration, theft of metals, risks around malicious actors due to the nature of EVs relying on data, software and AI.

Vicki Gallacher (Head of Insurance and Information Governance)

Co-operative agenda

The proposals set out in this report will allow Oldham to expand our electric vehicle charging infrastructure by accepting a grant from the GMCA. Being able to increase the speed of the transition towards electric vehicles will support Oldham's priority of a clean and green future.

By supporting residents to transition towards electric vehicles and improving air quality, we will be improving healthy livelihoods. As such, the proposals are supportive of our cooperative agenda.

(James Mulvaney, Policy Manager)

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?	Yes
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Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?	Yes
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Are any of the recommendations within this report contrary to the Policy Framework of the Council?	No
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There are no background papers for this report

Report Author Sign-off:	
Eleanor Sykes	
Date: 22 nd May 2024	

Background:

Demand for Electric Vehicles (EV) charging is growing but the number of public EV charging points isn't keeping up with demand. In March 2024 there were approaching 1,100 publicly available EV chargers in Greater Manchester. By 2025, it is estimated that this needs to grow to 2,700 fast and 300 rapid chargers to meet forecast demand.

The transition to low and zero emission vehicles is a key priority of Greater Manchester's Transport Strategy and ambition to become carbon neutral by 2038.

Oldham's Transport Strategy sites an improved EVCI network as being necessary to support transport decarbonisation, including of our own fleet. The Council's Green New Deal Strategy outlines Oldham's ambition to achieve carbon neutrality by 2030 – the transition to electric vehicles will be a key element of this target being achieved.

The delivery and operation of Greater Manchester's publicly funded Electric Vehicle Charging Infrastructure (EVCI) to date has been coordinated by Transport for Greater Manchester (TfGM) to ensure a consistent and coordinated approach across the city region. The approach to date has been to use central government funding to place EVCI on local authority land and other host sites.

However, it is acknowledged that GM local authorities now need their own staff resource and direct control of where and what type of publicly available EVCI is installed to suit the needs of their residents, visitors, and businesses.

Oldham Council officers, as part of the Greater Manchester Electric Vehicle Working Group, have input to funding bids relating to the EVCI which have culminated in the funding allocations that have been secured for Greater Manchester through CRSTS and LEVI.

There will be additional updates and reports in due course relating to the use of further CRSTS and LEVI capital funding and the roll-out of EVCI across Oldham.

Approvals:



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(Deputy Chief Executive)

Date: 24th May 2024

In consultation with:



Date: 24th May 2024

(Councillor Goodwin, Cabinet Member for Don't Trash Oldham)