

EVCI Strategy

Oldham Council

Document Ref: 30240933-ARC-XX-XXX-RP-MD-0001 Oldham EVCI Strategy

Revision: P04

March 2025



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EVCI Strategy

Oldham Council EVCI Strategy

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Document Ref. 30240933-ARC-XXX-RP-MD-0001

Date February 2025

Revision Control

Revision	Date	Author	Checker	Reviewer	Approver	Changes
P01	Feb 2025	CM, OB, HR and ND	KL	RN	DP	First Issue
P02	Feb 2025	KL, CM, OB and HR	KL	DP	DP	Revised to client comments
P03	March 2025	KL	KL	DP	DP	Revised to client comments
P04	March 2025	KL	KL	DP	DP	Revised Table 5-2 and 5-4 to client comments

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1 Introduction

- 1.1.1 This Electric Vehicle Charging Infrastructure (EVCI) strategy has been commissioned by Oldham Council. It aims to establish a clear vision, focus and action plan to support the use of EVCI in the borough over the next three years.
- 1.1.2 The strategy is intended to guide the provision of a sustainable, inclusive and accessible network that aligns with national, regional and local policy directives including those set in local initiatives such as the Oldham Green New Deal Strategy and the Oldham Transport Strategy.
- 1.1.3 The current EVCI network includes several publicly accessible and privately operated charging points, but gaps have been identified that require addressing to meet the increasing demand for electric vehicle charging.

1.2 Strategy Vision, Aims and Objectives

- 1.2.1 The strategy aims to fulfil the following primary objectives:
 - Set out a clear vision and focus for Oldham's EVCI network over the next 3 years, supported with a clear action plan
 - Set out where EVCI is needed in Oldham and locations that are more commercially viable. Produce criteria to prioritise locations where EVCI is not commercially viable
 - Identify Council land that could be utilised for Oldham's EVCI network and could act as a potential revenue stream for the Council.
 - Set out which locations will utilise the current grant funding available to Oldham for installation of EVCI.
 - Set out monitoring and evaluation framework to assess Oldham's progress in development of EVCI network over the next 3 years.

1.3 This Document

- 1.3.1 The EVCI strategy has been developed in close collaboration with key stakeholders including various departments at Oldham Council, Transport for Greater Manchester (TfGM) and the Greater Manchester Combined Authority (GMCA). Two stakeholder workshops were conducted during the study to ensure a comprehensive and inclusive development process, in particular the development of the vision and the action plan.
- 1.3.2 It is understood that this study alongside the associated methodology, will serve as a foundation for future EVCI studies within Greater Manchester, ensuring a consistent and scalable approach to EVCI development.
- 1.3.3 This EVCI strategy is supported by a public facing document that outlines the strategy, vision and action plan for residents, visitors and businesses.

2 Legislation, Policy and Background

2.1 Overview

2.1.1 In this section, we explore a range of national, regional and local policies that align with the vision of this strategy *to support the rollout of EVCI across Oldham*.

- **National policies** play a significant role in decarbonising the transport sector with electric vehicles, by removing charging infrastructure as both a perceived, and a real, barrier to the adoption of electric vehicles. This can include guidance and funding to assist regional and local authorities in chargepoint delivery.
- **Regional policies** like those implemented by Sub-national Transport Bodies (STBs) such as Transport for the North (TfN), can complement national efforts by tailoring strategies to local needs and assist on infrastructure development. TfN set out further SMART targets in order to reach national objectives which consider regional challenges and disparities and offer a comprehensive but also digestible approach to electric vehicle (EV) infrastructure rollout.
- **Local policies** (such as Greater Manchester and Oldham) are crucial in decarbonising the transport sector with electric vehicles (EVs) due to their direct impact on shaping transportation within communities. Local Authorities (LAs) determine ownership and resourcing of the planning and delivery of EV charging infrastructure rollout on public land and on-street.

2.1.2 We have reviewed national, regional and local policies in relation to direct and indirect EVCI commitments that support the rollout of EVCI, these are categorised and described below.



Decarbonising Transport Commitments

Transport is the largest greenhouse gas emitting sector in the UK, contributing to 26% of the total emissions in 2021. Decarbonising transport commitments are promises to reduce carbon emissions from the transportation sector through the adoption of cleaner fuels, modes of transport, and sustainable practices.



Health and Well-being Commitments

In 2021, transport contributed 32% of nitrogen oxides and 14% of PM2 air pollutants to the UK's domestic total. Health and well-being commitments involve efforts to prioritize and promote initiatives that enhance physical, mental, and social well-being, aiming to improve overall quality of life and longevity.



Climate Change Commitments

The UK is committed to net zero by 2050. Climate change commitments encompass actions and initiatives undertaken by various stakeholders to mitigate global warming, adapt to its effects, and work towards a sustainable and resilient future for the planet.



Electric Vehicle Commitments

The UK is committed to a path of net zero emission vehicles by 2035. EV commitments represent pledges to transition towards using electric vehicles, aiming to reduce carbon emissions and combating climate change.

National & Regional Policies

Government Vision for the Rapid ChargePoint Network in England (2020)

This policy paper outlines the government's commitment to significantly expanding the rapid charging infrastructure for EVs across England. The vision aimed to have at least 6 high powered, open access charge points (150 - 350 kilowatt capable) at motorway service areas in England by 2023, with some larger sites having as many as 10-12.

Net Zero Strategy: Build Back Greener (2021)

This policy paper aims to set forth a comprehensive roadmap for the UK to achieve net-zero greenhouse gas emissions by 2050. The government has committed an additional £620 million of funding to support the transition to EVs. This commitment includes ensuring the reliability, accessibility, and responsiveness of the UK's charging infrastructure network to meet the needs of all motorists. Furthermore, the document highlights plans to support the delivery of 4,000 new zero-emission buses, along with the necessary infrastructure to accommodate them.

Transitioning to Zero Emission Cars and Vans: 2035 Delivery Plan (2021)

This paper provides a detailed plan for transitioning to zero-emission cars and vans by 2035 and sets out the end of sale of all new petrol and diesel cars and vans by 2030. The plan focuses on key strategies such as infrastructure development, incentives for consumers and businesses, regulatory measures, and industry partnerships. This includes investing £1.3 billion to accelerate the rollout of charging infrastructure on motorways, streets, homes and workplaces.

Transport for the North Transport Decarbonisation Strategy (2021)

This paper is a plan to reduce greenhouse gas emissions from surface transport in the North of England by 2045. This includes recommendations for local actions towards Zero Emission Vehicles (ZEVs), focusing on developing a model for the delivery and maintenance of EVCI, including rapid hubs, on-street charging, public parking spaces, and council fleets.

Taking Charge: The Electric Vehicle Infrastructure Strategy (2022)

This plan aims to develop and enhance the EVCI nationwide, with an expectation of 300,000 public chargepoints as a minimum by 2030. It includes recent investment commitments from providers for the deployment of charging points, focusing on rapid charging, as well as destination and on-street charging solutions. By detailing these initiatives, the paper underscores the collective effort to expand and improve the charging infrastructure to cater to the increasing demand for EVs across the country.

Draft Socially Inclusive Transport Strategy (2022)

This paper emphasises the need for a transport system that is accessible, affordable, and inclusive for all members of society. It highlights that a decarbonisation strategy heavily focuses on private EVs without implementing measures to promote public transport and active travel could exacerbate inequalities and social exclusion.

Transport for the North Electric Vehicle Charging Infrastructure Framework (2022)

This strategy outlines a plan to decarbonise transport in the Northern regions of England by setting ambitious targets for charging infrastructure. Looking ahead, by 2025 the region will require between 27,500 to 48,000 non-rapid public charge points, and by 2030 this number will increase to 985,000 to 1,000,000. Additionally, by 2025, between 12,000 to 26,000 en route public charge points will be necessary, escalating to a range of 33,000 to 61,200 en route public charge points by 2030.

Zero Emission Vehicle (ZEV) Mandate Consultation (2023-2025)

The ZEV Mandate consultation seeks feedback on a proposed mandate to establish targets for a percentage of manufacturers' annual new car and van sales to be zero-emission vehicles. It sets out 80% of new cars and 70% of new vans sold in Great Britain will be zero emission by 2030 and 100% of new cars and vans sold in Great Britain will be zero emission by 2035. Additionally, the UK government has committed to a Rapid Charging Fund and provided additional LEVI funding announced in March 2023.

*In the 2024 General Election manifesto, the Labour Party committed to reinstating the 2030 ban on the sale of new petrol and diesel cars. The ZEV Mandate is currently out for consultation which will have implications for the targets.

Transport for the North Strategic Transport Plan: Transforming the North (2024)

The plan outlines a forward-looking vision for transportation infrastructure in northern England, focusing on creating an integrated, sustainable, and efficient transport network to stimulate economic growth, enhance connectivity, and improve residents' quality of life in the region. TfN recognises its role in contributing 6% of total UK emissions and 23% of UK road emissions. The strategy underscores that adopting low-carbon technologies like electric vehicles will play a vital role in reducing emissions from road transport as the proportion of low and zero-emission vehicles in the fleet increases.



Figure 1 Summary of National and Regional Policies in relation to direct and indirect EVCI commitments that support the rollout of EVCI

Greater Manchester Policies

Greater Manchester Climate Action Plan (2020)

In July 2019, Manchester declared a climate emergency. Greater Manchester has a target of achieving carbon neutrality by 2038 (12 years earlier than the national 2050 target).



Greater Manchester Clean Air Plan (2021)

This paper presents a comprehensive plan to address air quality issues in Greater Manchester, aiming to reduce pollution and enhance air quality. Greater Manchester has secured over £120 million in government funding to assist individuals, businesses, and organisations in the region. The funding includes the £87.9 million Clean Commercial Vehicle Fund, divided into allocations for different vehicle types such as LGVs, HGVs, coaches, and minibuses. Additionally, there is the £21.4 million Clean Taxi Fund for private hire and hackney carriages.

*In 2025, the UK government approved an updated clean air plan for Greater Manchester. This will result in drivers not facing additional charges, instead benefit from 117 new lower and zero-emission buses in the area. In addition, £5 million has been allocated for traffic management measures and £8 million to support moving Greater Manchester's taxi fleet to cleaner vehicles.



Greater Manchester EVCI Strategy (2021)

This strategy outlines how over the next five years, Greater Manchester will support the shift to electric vehicles and enhance the accessibility, reliability, and coverage of charging points in the GM area. It details the EV Charging Infrastructure Service Provider (EVCISP) are tasked with delivering a variety of EVCI solutions through a 7-year contract to expand, upgrade, re-brand, and maintain the region's existing publicly owned charging infrastructure. Further planned phases of work will include the implementation of additional publicly funded EVCI projects, and the possibility of EVCISP to finance and install their own chargepoints.



Greater Manchester Local Energy Market (2022)

The envisioned Local Energy Market (LEM) suggests opportunity to optimise approximately 1 million low-carbon assets, including EV charging infrastructure, along with implementing Vehicle-to-Grid (V2G) technology. A key component of the LEM's revenue model is centred on 'embedded flexibility' which involves shifting energy consumption away from periods of peak demand, offering benefits beyond cost-effective wholesale electricity.



Five Year Environment Plan 2025-2030 (2024)

This Five-Year Environment Plan (2025-2030) creates a framework for all decision makers to take the next actions required to become a carbon neutral city region by 2038. One aim is to create a transport system which enables sustainable travel by supporting the transition to electric mobility, enabled by the deployment of electric charge points across the region. Specific actions have been correlated with this objective to support electric mobility including developing a fleet decarbonisation plan, working with electricity suppliers and network operators to assess demand and capacity, and an aim for 100% of company cars to be EV. To increase the deployment of EVCP across the region, actions include delivering on programmes for publicly accessible EV chargers and installing EV charger in all company car parks.



2020

2021

2022

2023

2024

Greater Manchester Transport Strategy 2040 (2021)

This strategy aims to outline a long-term vision for the transportation system in Greater Manchester, projecting developments up to the year 2040. Additional expansion and upgrades to the Greater Manchester Electric Vehicle Charging Infrastructure network (GMEV) are in the pipeline. The region is actively collaborating with international partners and has pledged commitments to three key agreements on climate change. Moreover, the rollout of proposals from the Greater Manchester Clean Air Plan Full Business Case (FBC) is planned to unfold progressively in the upcoming years.



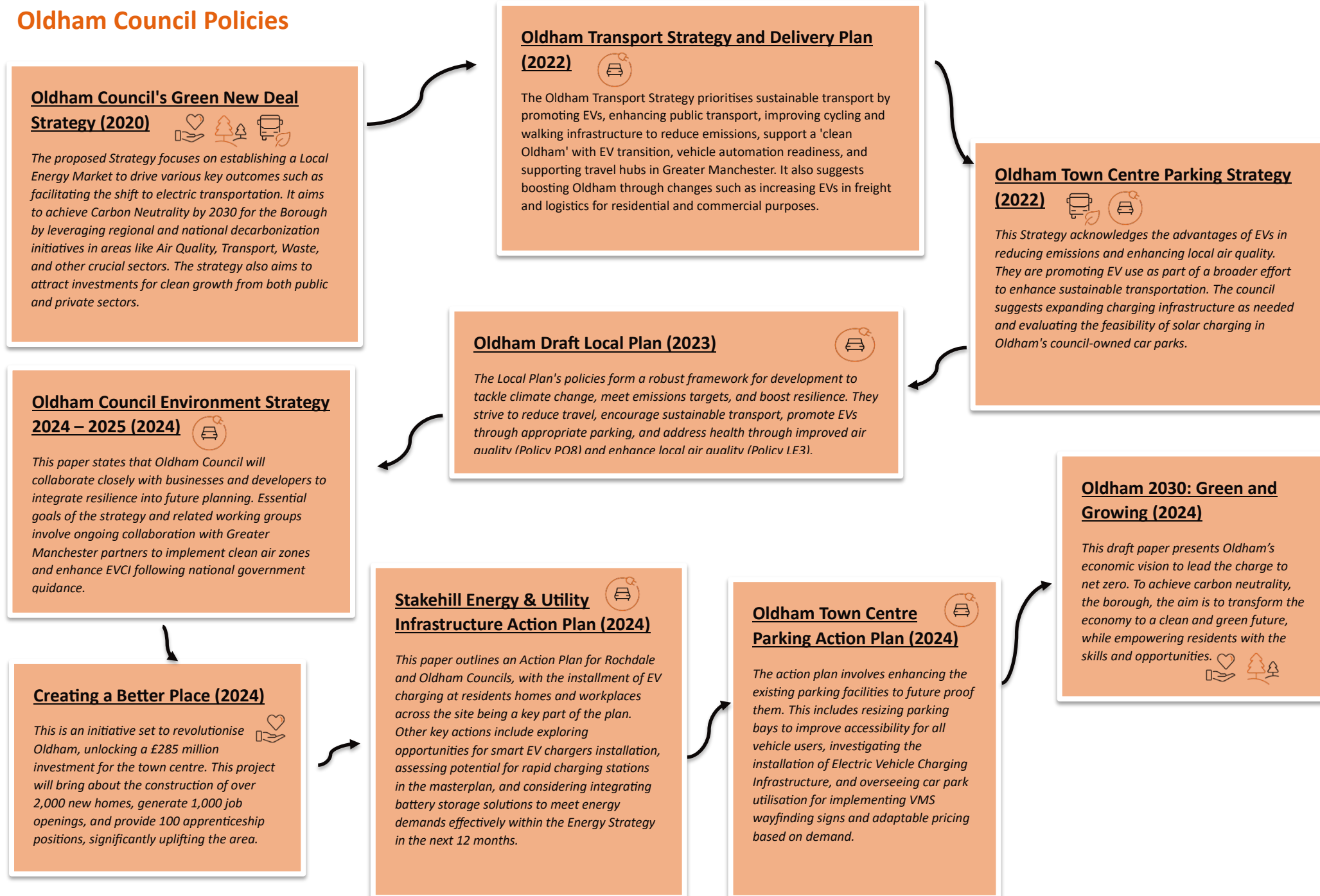
Bee Network Committee on Electromobility: Zero Emission Travel (2024)

A report was produced for The Bee Network Committee that provided an overview of the current situation relating to Electromobility in Greater Manchester. It stated that over 23,000 public chargepoint connections are required in Greater Manchester by 2035. This will be a mix of private and publicly owned chargepoints. The EV programmes to support this were outlined, including LEVI and CRSTS funding opportunities, dedicated taxi EVCI, and electrification of the bus fleet. By the end of 2025, additional Zero Emission Buses (ZEBs) are scheduled to be introduced in Greater Manchester, bringing the total electric fleet to to approximately 25%. Greater Manchester is expected to have a fully electrified bus fleet by 2032.



Figure 2 Summary of Greater Manchester policies in relation to direct and indirect EVCI commitments that support the rollout of EVCI

Oldham Council Policies



2.2 Policy Summary

- 2.2.1 National government suggests that LAs should publish a local EV strategy with a commercial and cross-sector approach that integrates into broader local transport plans. Therefore, there is a clear rationale to thoroughly review EVCI policies at both national and regional levels to shape the strategy, aligning it with the transport and environmental policy landscape in Oldham.
- 2.2.2 The policy review identified a range of climate change, decarbonising transport, health and wellbeing, and EV commitments at local, regional and national scale. By considering policies comprehensively, Oldham Council can ensure a holistic and integrated approach to EV infrastructure development that maximises impact and benefits the community.

3 Baseline Review

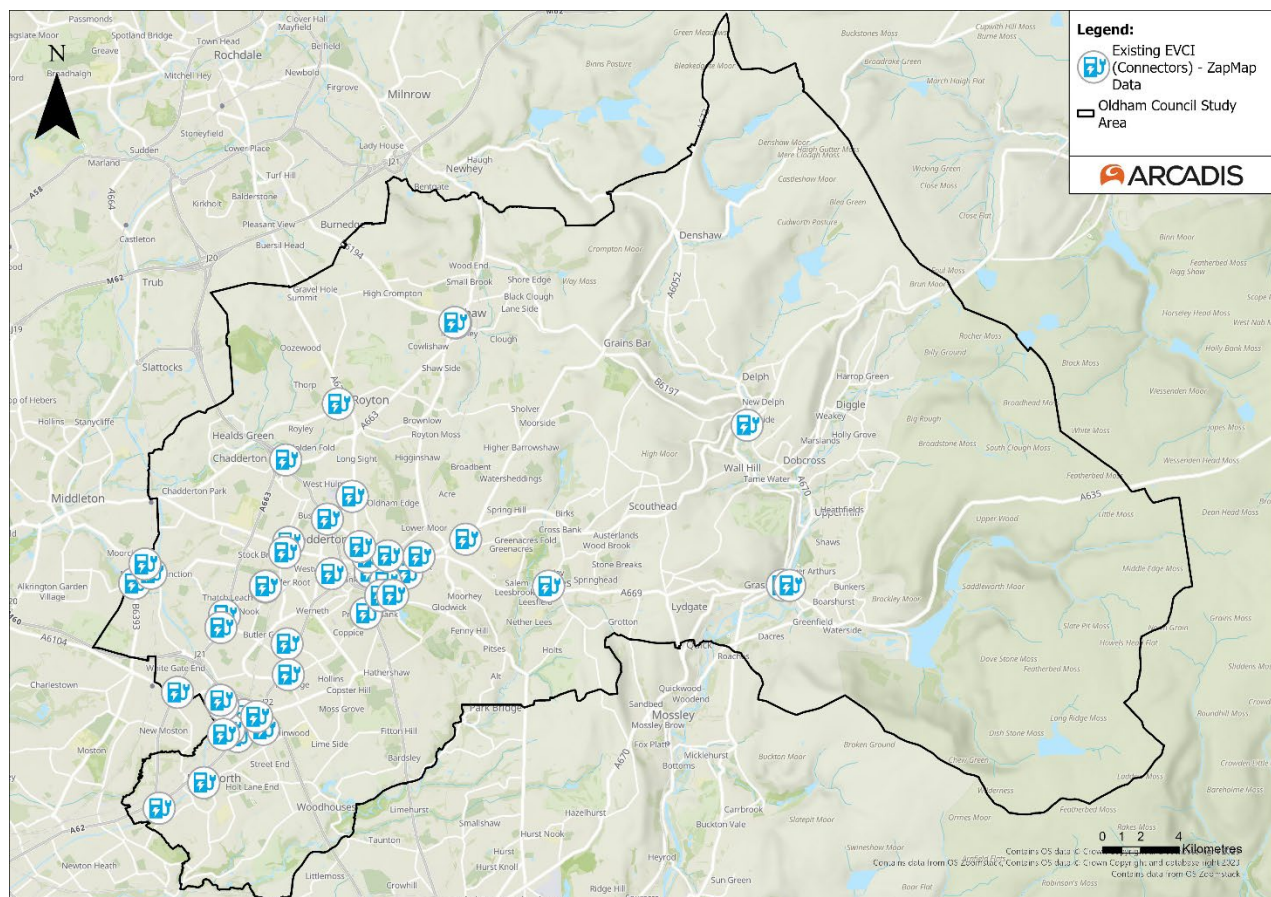
3.1 Overview

- 3.1.1 This section provides a comprehensive overview of baseline conditions in Oldham for EVCI to inform strategic planning and decision-making.
- 3.1.2 Using existing data provided by Oldham Council and through online available data detailed maps have been developed to visualise and assess the below datasets.
- Existing EVCI infrastructure
 - Reliance on on-street parking
 - Land use, amenities, and LA assets.
- 3.1.3 The analysis provides insights into spatial distribution patterns, gaps in the existing network, and potential opportunities for enhancing EVCI coverage. The insights gained from this baseline analysis will serve as a foundation for viability assessment to identify areas with the highest potential for EVCI implementation.

3.2 Existing EVCI Network

- 3.2.1 Existing Zapmap data of EVCI network provided by Oldham Council is represented in Figure 4. Public charging infrastructure refers to charging points that are accessible to the general public, typically located in areas such as highways, city centres, retail hubs, and transport interchanges. In contrast, private chargers, such as those installed at workplaces or residential properties, have restricted access and are not available for general public use.

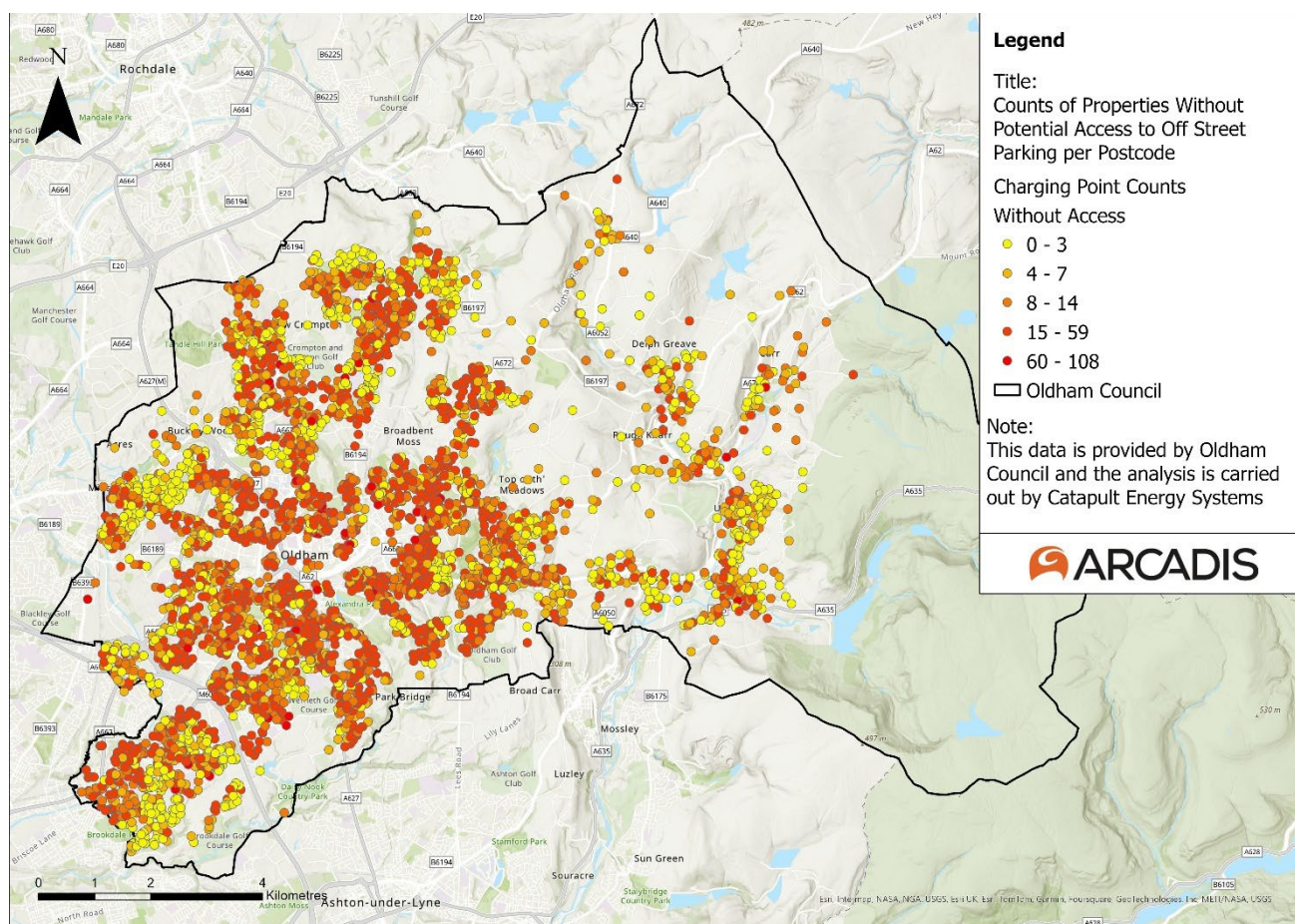
Figure 4 Map showing existing EVCI network data from Zapmap



3.3 Reliance on on-Street Parking

- 3.3.1 Figure 5 illustrates the number of properties without access to off-street parking by postcode provided by Oldham Council. These datasets have been selected to assess public charging demand, considering factors such as reliance on on-street parking. Households with private driveways typically charge at home due to cost advantages, whereas those without off-street parking depend on public infrastructure, making its availability and distribution critical for EV adoption. The parking data has been calculated using the Catapult Energy Systems Off-street Parking Tool which identifies, for each building if there is available space between the house and the road for off-street parking.¹
- 3.3.2 Areas with higher density indicate a greater number of properties with limited potential access to off-street parking. This indicates a significant dependency on on-street parking for these areas due to limited off-street parking, such as private driveway, availability. It is crucial to note that this data only highlights the possibility of off-street parking availability based on spatial capacity, rather than confirming the existence of any actual parking provision. Additionally, this analysis does not incorporate specific design or planning considerations, meaning that, despite available space, off-street parking may not be feasible at all identified locations. The counts have been rounded to whole numbers for the purpose of this analysis, for example rounding up from 15.5 addresses per postcode.

Figure 5 Map showing properties without potential access to on-street parking



¹ Data provided by Oldham Council and analysed using tools and methodology developed by Catapult Energy Systems. This analysis was conducted entirely by Catapult.

Legend

Title:
Heat Map Displaying Counts of Properties Without Potential Access to Off Street Parking per Postcode

Charging Point Counts Without Access

Sparse

Dense

Oldham Council

Note:
This data is provided by Oldham Council and the analysis is carried out by Catapult Energy Systems

ARCADIS

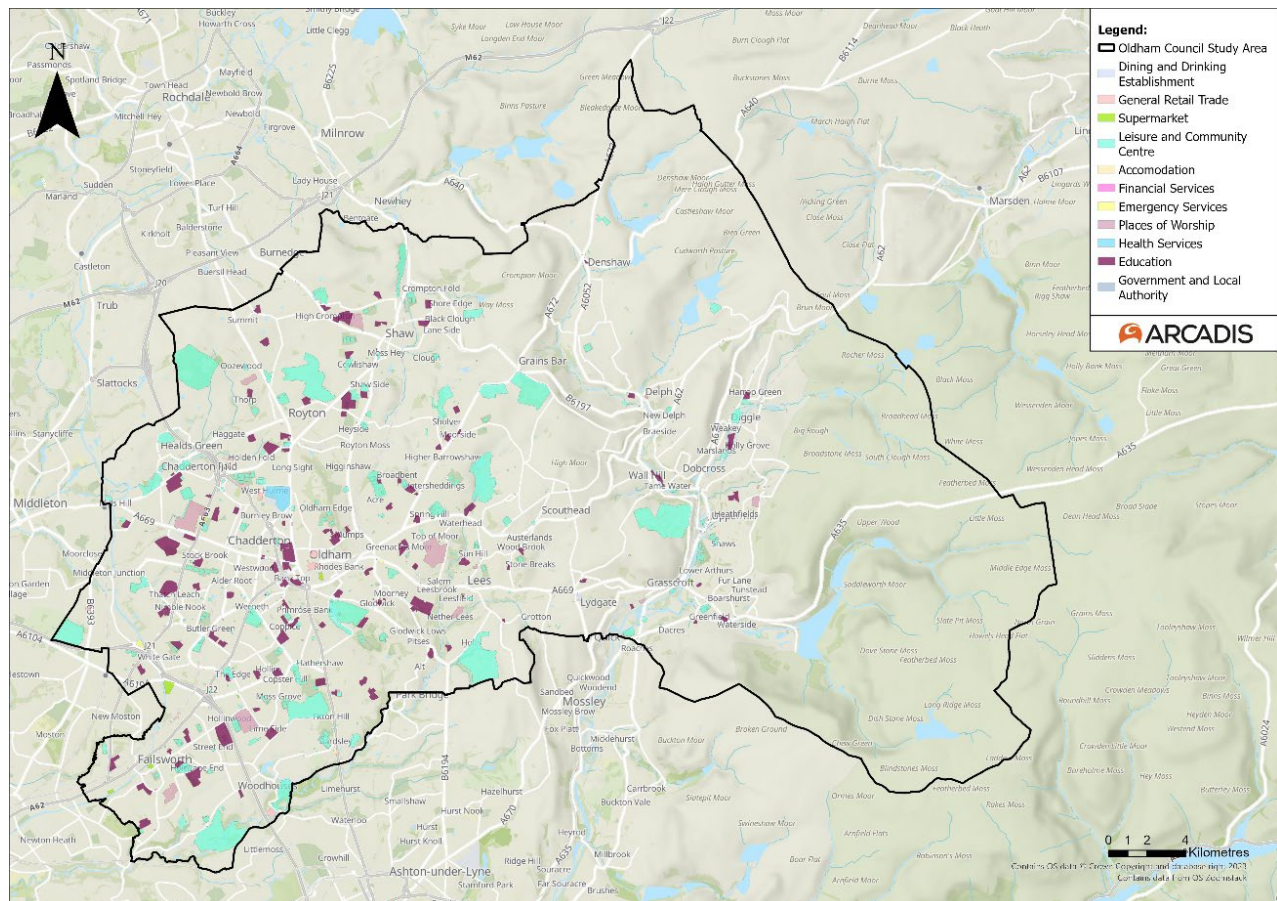
0 1 2 4 Kilometres

Ashton-under-Lyne

3.4 Land Use, Amenities and LA Assets Review

3.4.1 This section presents a high-level overview of the existing land use amenities and local assets within Oldham Council. Using spatial data provided by the council, the current baseline situation was mapped to identify the locations most suitable for future EVCI development.

Figure 7 Map showing location of assets owned by Oldham Council



- 3.4.2 Figure 8 represents the public land data shared by Oldham Council to support identification of potential locations for EV charging hub sites based on unoccupied buildings and public land data.² These areas were identified through a review of unused land, brownfield sites, and unallocated buildings, particularly those that could be acquired by local authorities for conversion into EV infrastructure.
- 3.4.3 To identify the desirable locations, public land located in areas that may be undesirable for users to leave their vehicles, such as isolated or very quiet areas, were given a lower score. This factor helps ensure that selected sites offer a safe, secure environment and an overall positive experience for users.
- 3.4.4 It is important to note that to ensure each location can accommodate a reasonable number of EVs, public land smaller than 420 square meters were excluded from the dataset. This threshold was set based on anticipated demand for charging spaces and the need for adequate site infrastructure. This prioritisation allowed for an organised ranking of public land locations, visualised in Figure 8, showing each site's relative suitability for EV charging hubs.
- 3.4.5 The prioritisation model identifies public land and optimal locations for potential EV charging hubs within Oldham Council and considers factors that promote user convenience, site safety, and sufficient capacity.

Figure 8 Map showing locations identified by Oldham Council Public Land - Go Neutral

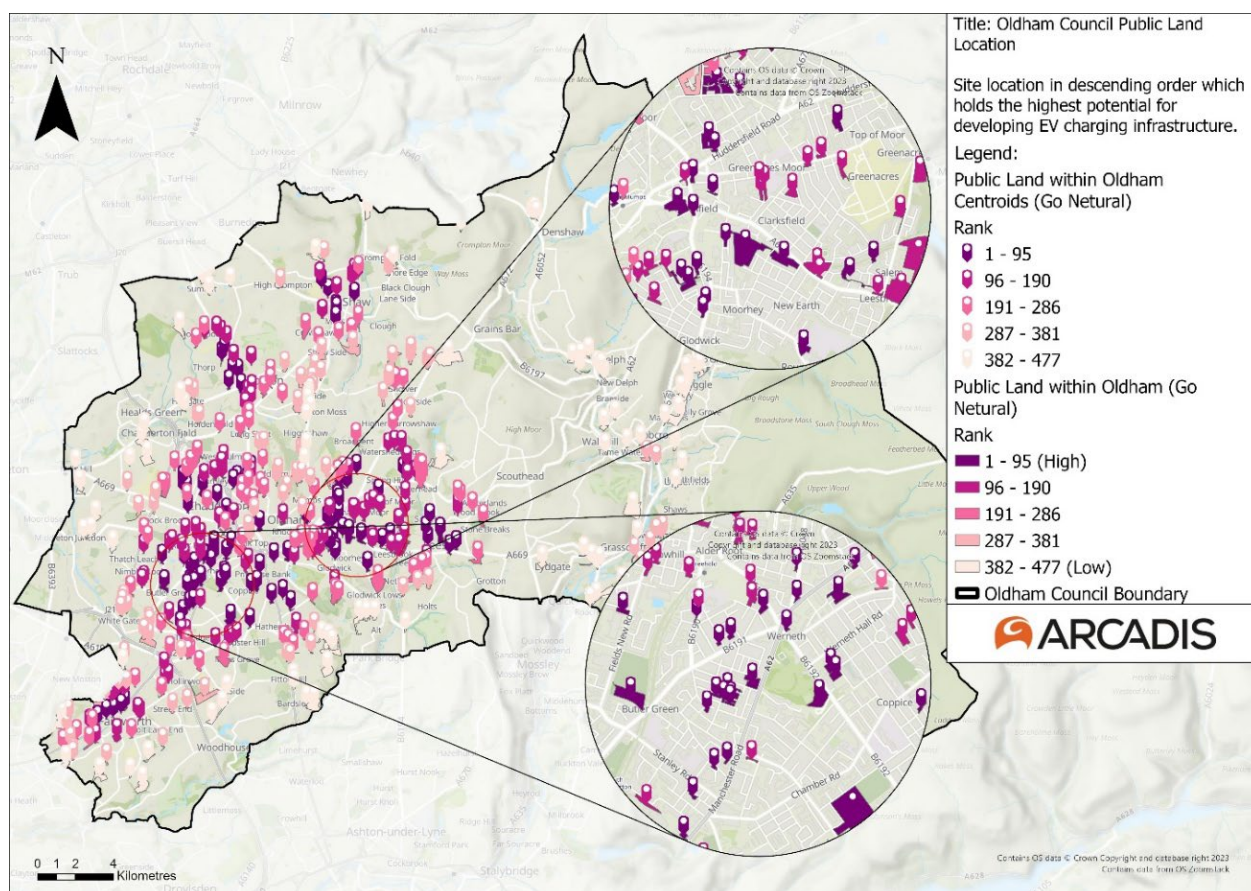
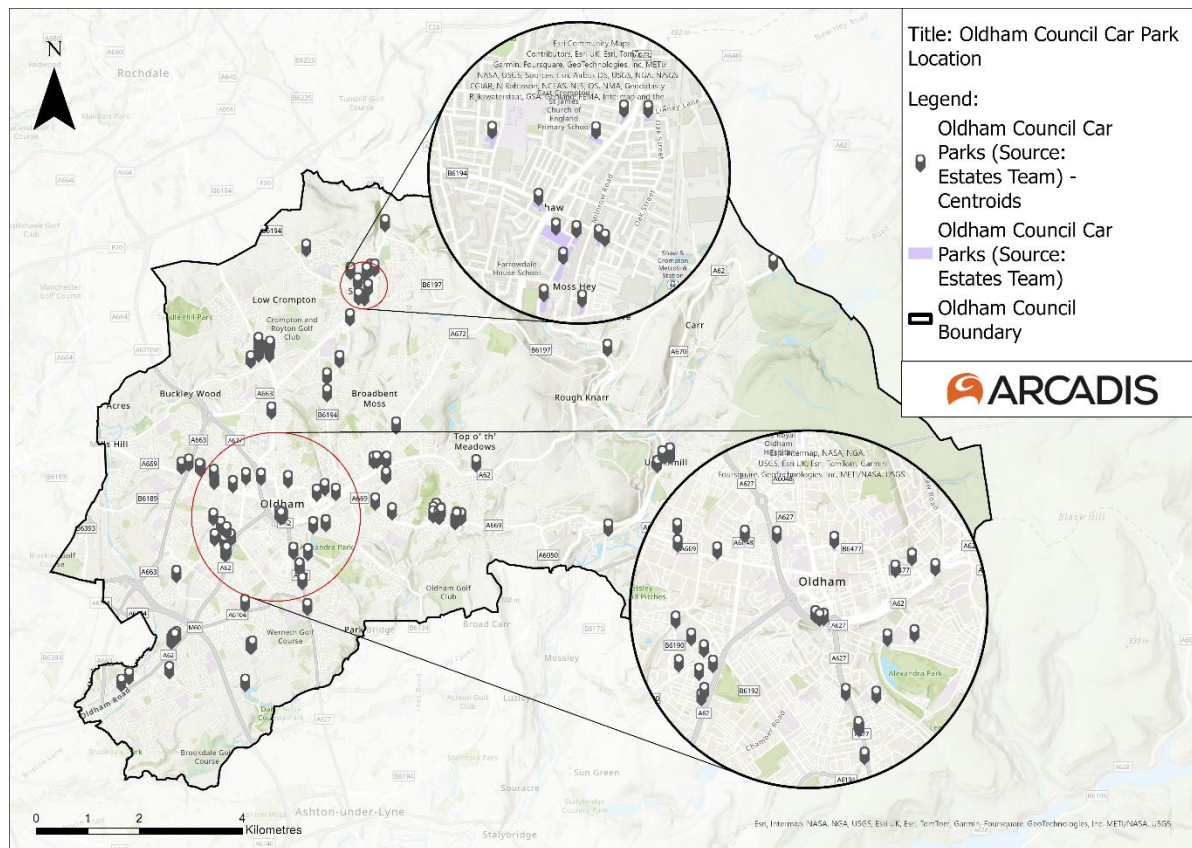
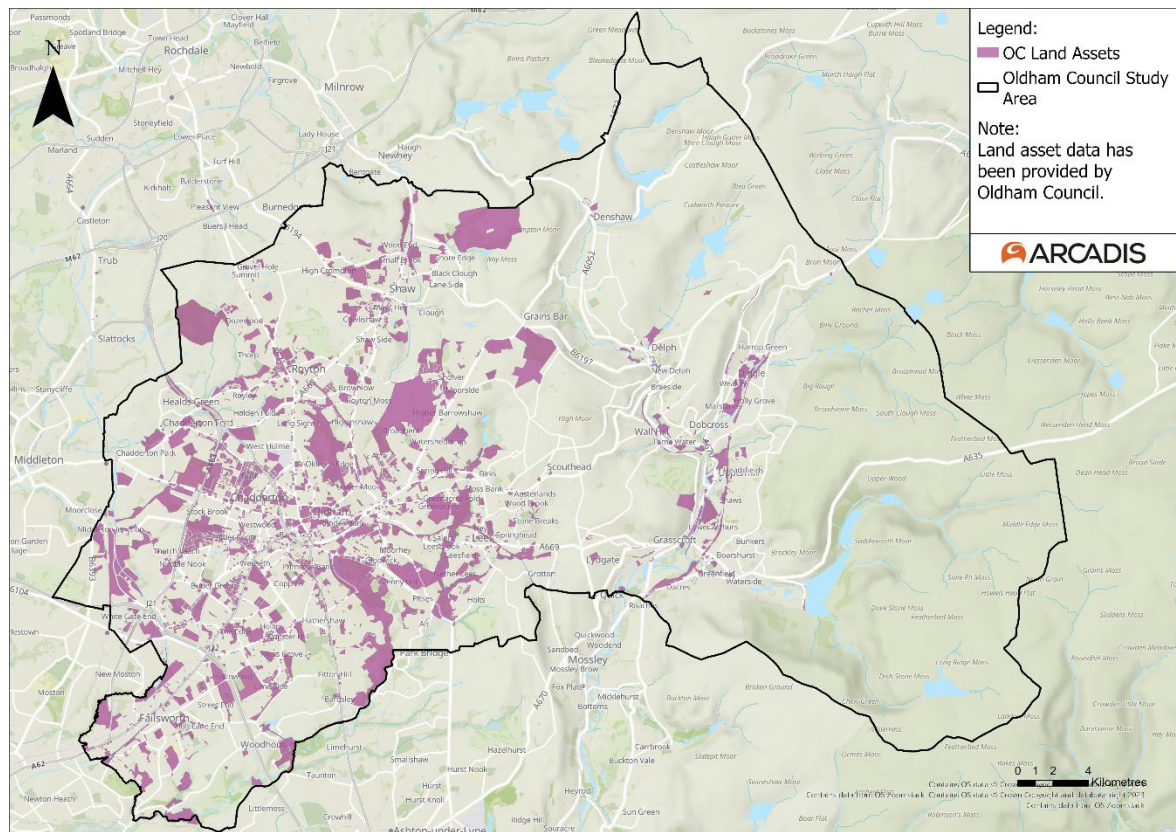


Figure 9 Map showing locations of existing car parks owned by Oldham Council



² This data is provided by Oldham Council and analysed by the Catapult Energy Systems.

Figure 10 Map showing location of land owned by Oldham Council



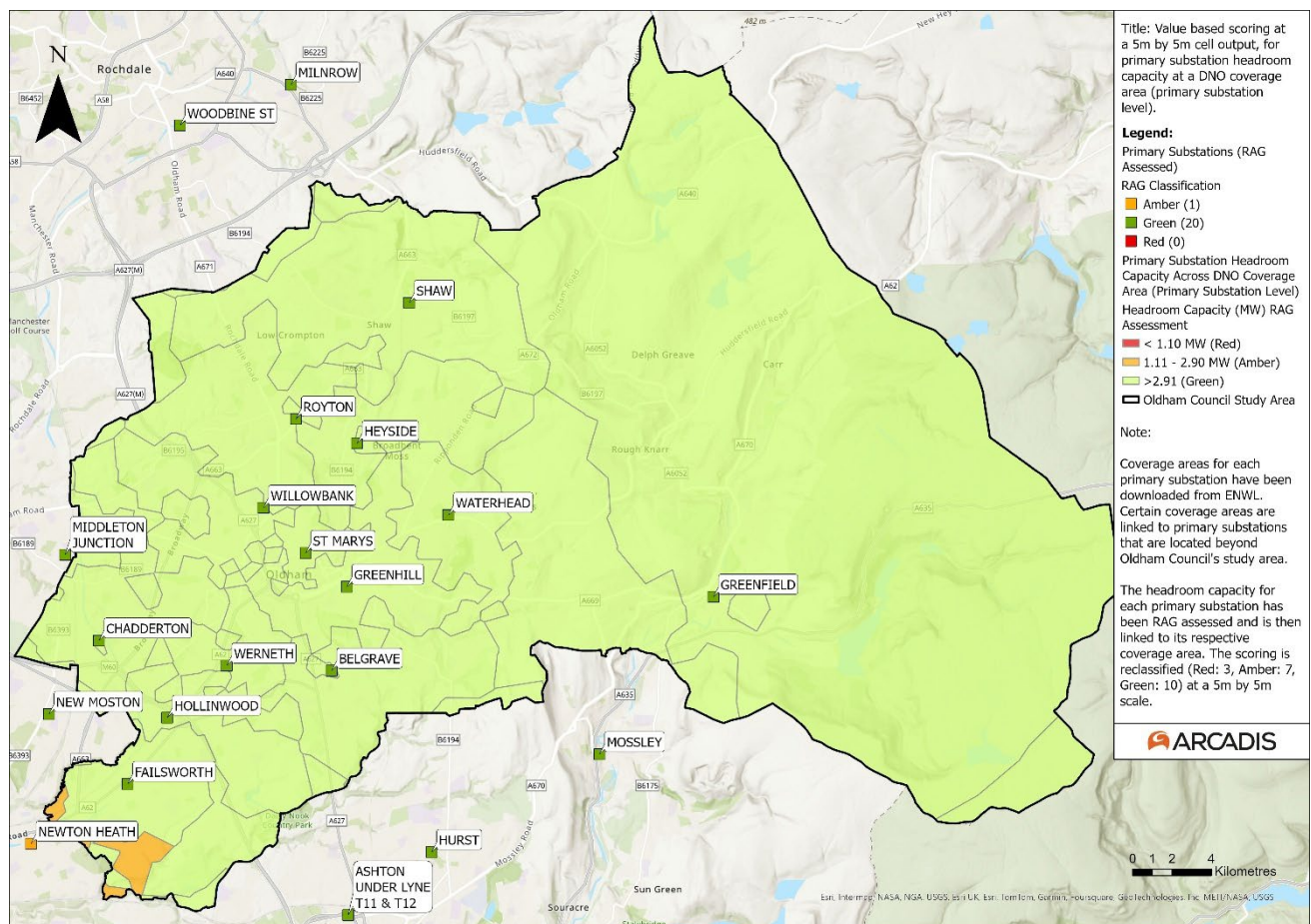
3.5 Primary Substation Assessment

- 3.5.1 The following section outlines the existing electrical infrastructure in the region including the headroom capacity available at each site.
- 3.5.2 To determine the substation capacity for EVCI installation, each primary substation within Oldham Council has been assigned a Red-Amber-Green (RAG) status based on available headroom capacity. The RAG classification for primary substations is informed by industry expertise in delivering charging infrastructure across the UK.
- 3.5.3 Headroom capacity is evaluated through total current demand relative to the substation's total capacity, RAG status' were assigned as per the ranges detailed in Table 3-1 .
- 3.5.4 To analyse the headroom capacity within Oldham and potential EVCI coverage, data was extracted from Electricity North West Limited's (ENWL) Primary Headroom dataset, accessed via ENWL's Data Portal. The EVCI coverage areas were determined by ENWL's designated coverage regions. To isolate EVCI coverage within Oldham, ENWL's broader coverage areas were spatially clipped to fit within the Oldham boundary. This approach has facilitated a clear visualisation of the prospective EVCI coverage areas within Oldham, highlighting areas with available headroom capacity that could potentially support EV infrastructure deployment.
- 3.5.5 Figure 11 illustrates the results of this grid capacity assessment. The analysis shows there is capacity at all primary substations in the study area. Polygons coloured in green indicate primary substations with more than 2.90 MV capacity. Green polygons suggest a higher likelihood of available capacity, though any EVCI installation must consider potential limitations at the downstream, secondary substation level. Early engagement with the Distribution Network Operator (DNO) is recommended when assessing EVCI at these potential locations.

Table 3-1 Energy capacity analysis for Oldham Region

MW Categories	RAG	Comments	No. primary substations within the OC Study Area with Headroom Capacity to Support X EVCI
> 2.90 MW	Green	No Upgrades Required	13
1.10 - 2.90 MW	Amber	No Immediate Upgrades Required	0
< 1.10 MW	Red	Futureproofing Upgrades Required	0
Demand headroom not stated	Grey	Further Investigation Required	0
Total			13

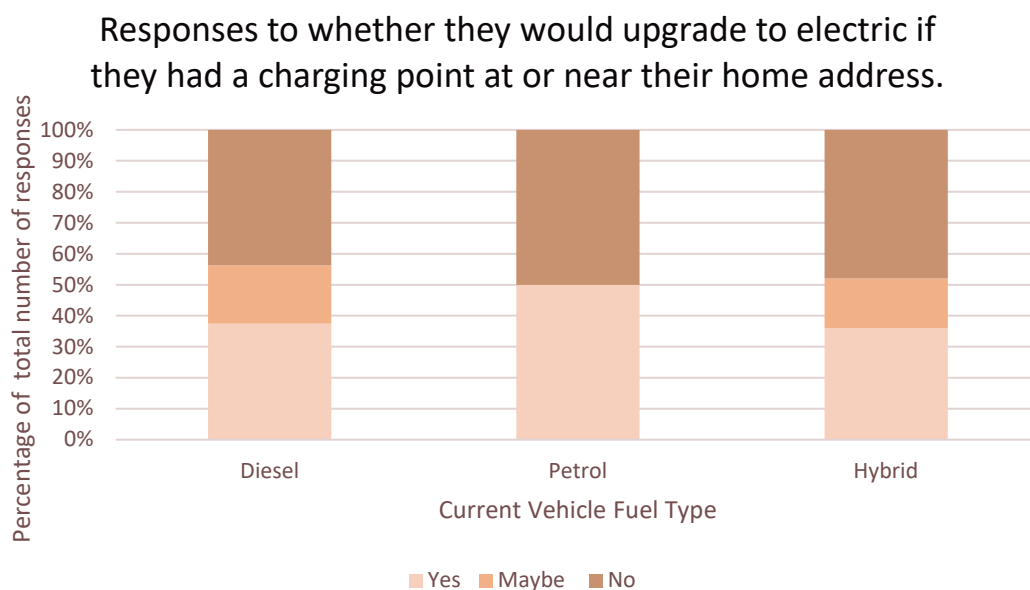
Figure 11 RAG Assessment and location of primary substations within Oldham Council



3.6 Oldham Taxi EV Uptake Survey

- 3.6.1 In June 2024, Oldham Council carried out a survey with 45 registered taxi and private hire license holders in the borough. It investigated perceptions towards transitioning to EVs and the results are shown in Figure 12 below. There was generally a 50/50 split towards EV interest, with current vehicle fuel type not significantly influencing the interest towards switching to an EV. Although this is not representative of all taxi and private hire license holders in Oldham, these results highlight the potential barriers Oldham faces towards EV uptake, with a significant proportion of taxi drivers having no interest in transitioning to an EV. This is reflective across all areas of Greater Manchester, there is a regional piece of work to drive utilisation of chargers for taxis.

Figure 12 – Oldham taxi EV uptake survey analysis



3.7 Funding Opportunities

- 3.7.1 There are various funding opportunities available to support this strategy. This includes grants and revenue generated through council involvement, with opportunity for different models of EVCI ownership to allow Oldham to utilise revenue returns. The below table outlines a selection of grant options. Most of these grants are offered by the UK government through the Office for Zero Emission Vehicles (OZEV).
- 3.7.2 It is important to note that various funding options are currently available, however the availability of these funding sources may vary over time due to the closure of application deadlines and the introduction of new funding opportunities. It is recommended to conduct a thorough review of all available funding options prior to submitting any applications to ensure the most suitable and up-to-date opportunities are pursued.

Table 3-2 Summary of current grant funding opportunities that Oldham can apply for EVCI as of January 2025

Grant	Provider	Who can apply	Description	Application Deadline
City Region Sustainable Transport Settlement	UK Government	A programme that provides funding to invest in public and sustainable transport infrastructure in eight of England's largest city regions. Oldham Council received an allocation of approximately £690,000.	A five-year grant programme that aims to improve transport networks in England. The programme is funded by the UK Department for Transport (DfT) and is a partnership between local authorities and Combined Authorities. For this funding opportunity, TfGM has advised that Oldham Council has approximately 110k for staffing and the remaining fund (approx. £690,000) has been allocated by Oldham Council to further support and enhance delivery of EVCI with LEVI funding.	Future funding opportunities may come with CRSTS 2 announcement
	Link: City Region Sustainable Transport Settlements: guidance for mayoral combined authorities - GOV.UK			
Electric Vehicle Charge point Grant for Households with On-Street Parking	UK government	Owner or renters of a residential dwelling that will install a cross-pavement charging solution alongside the charge point. This is a residential grant funding initiative	The grant provides EV drivers with support towards the costs of the purchase and installation of EV charge points at residential properties if they are also installing a cross-pavement charging solution (e.g. a cable channel). An EV charge point grant can help towards the cost of installing an electric vehicle charge point socket at your property. Residents can get 75%	March 2025
	Link: Electric Vehicle Chargepoint Grant for Households			

Grant	Provider	Who can apply	Description	Application Deadline
	with On-Street Parking - GOV-UK Find a grant		off the cost to buy and install a socket, up to a maximum of £350. Additionally, Greater Manchester is currently developing a GM-wide approach to pavement channel solutions, with Manchester trialling some of these solutions and set to provide feedback to inform the wider strategy.	
Electric vehicle chargepoint grant for renters and flat owners	UK Government	Individuals who either own and reside in a flat or rent a residential property, including those under shared ownership schemes. The property must have a private off-street parking space, and applicants must own a qualifying electric vehicle. This is a residential grant funding initiative.	This grant provides financial support to assist with the cost of installing an EV charge point socket at a residential property. The grant covers 75% of the cost of purchasing and installing a charge point, up to a maximum of £350.	March 2025
	Link: Electric vehicle charge point grant for renters and flat owners - GOV-UK Find a grant			
LEVI Funding	UK Government	Tier 1 local authorities in England, including county councils, unitary authorities, or combined authorities, who must lead partnerships or consortia in the region. LEVI funding is primarily targeted at addressing the need for EV charging in areas with lower levels of residential off-street parking, as EV owners who park on-street will need to rely more heavily on the public charging network.	This fund is available to tier 1 local authorities, combined authorities, and partnerships or consortia led by a tier 1 local authority in England. Greater Manchester was awarded a £16.158m allocation of this fund.	The deadline for local authorities in Tranche 2 is yet to be announced.
	Link: Apply for Local Electric Vehicle Infrastructure (LEVI) funding - GOV.UK			

Grant	Provider	Who can apply	Description	Application Deadline
Workplace Charging Scheme	UK Government	A business has to have a Companies House reference number. Applicants must own the business premises or have the permission from the landlord to install the chargers. This is a commercial grant funding initiative.	A voucher-based scheme that contributes towards the installation of an electric charger. It covers up to 75% of the cost, up to a maximum of £350 for each socket (up to 40 sockets).	March 2025
	Link: Workplace Charging Scheme - GOV-UK Find a grant			
Electric vehicle infrastructure grant for staff and fleets	UK Government	This grant is for small and medium-sized businesses. This is a commercial grant funding initiative.	The grant covers 75% of the cost of the work, up to a maximum of £15,000. You can get up to £350 per charge point socket installed and up to £500 per parking space enabled with supporting infrastructure.	March 2025
	Link: Electric vehicle infrastructure grant for staff and fleets - GOV-UK Find a grant			
Plug-in vehicle grants	UK Government	This grant available for electric taxis, vans, trucks, motorcycles, mopeds and wheelchair accessible vehicles. These grants are designed to support both residential and commercial purposes, depending on the type of vehicle being purchased and its intended use. The seller incorporates the grant in the reduction in the purchase price	<ul style="list-style-type: none"> - Vans: The OZEV Plug-In Van Grant offers up to £5,000 off the price of an electric van, with a maximum of 35% off. Vans must have emissions of 50g/km or less and a range of at least 60 miles. - Trucks: Some trucks can be sold at a 20% discount. - Taxis: Some taxis can be sold at a 20% discount. - Motorbikes: Some motorcycles can be sold at a 35% discount 	March 2025 The plug-in car grant scheme ended on June 14, 2022.
	Link: Low-emission vehicles eligible for a plug-in grant: Overview - GOV.UK			

4 Vision and Focus

4.1 Vision Development

Considering the findings from the policy review and baselining, a vision has been developed for the EVCI strategy over the next three years. On 6th November 2024, a stakeholder workshop was held, bringing together representatives from Arcadis, Oldham Council, Oldham Councillors and TfGM to collaboratively discuss a vision statement, which forms a key component of this EVCI Strategy.

To facilitate and refine the vision, Arcadis hosted an online Mentimeter survey, enabling attendees to provide their input. The survey questions and corresponding responses are available for reference in Appendix A. Figure 13 shows the key phrases identified in the workshop when discussing what key words and phrases members of TfGM and Oldham Council would like to see in the vision statement, with the focus finalising on accessibility, affordability and future proofing as crucial elements to reflect Oldham ambitions.

Figure 13: Key phrases identified in the Vision Development Workshop



The findings in Figure 13 are also reflected when discussing the measurements of success towards the Oldham EVCI Strategy at the stakeholder workshop. The proximity of public EVCPs to Oldham residents was considered the most important metric to measure the success of the Oldham EVCI Strategy, with an emphasis on giving preference to people who lack access to driveways.

4.2 The Vision

The vision statement is structured around three ambitions, outlined as follows:

“Within the next three years Oldham will develop an accessible EVCI network, providing residents with access to public EVCI within a 10-minute walk.

By embracing a mix of EV charging solutions, Oldham aims to create a sustainable and inclusive network that supports the borough's journey towards carbon neutrality and a cleaner, greener future.”

Available

Building further on Oldham's geographical linkages, a strong coverage of public EVCI will be established through consideration of the surrounding Greater Manchester EVCI landscape. Oldham's overarching vision includes providing most residents without off-street parking access to a charge point within a 595m radius (a 10-minute walk).

Accessible

Acknowledging Oldham's diverse urban and rural landscape, a mix of EVCP solutions will be introduced ensuring inclusivity, affordability, and user-friendly options for all residents and local drivers. Oldham aims to encourage electric vehicle adoption among local residents, promoting a culture of cleaner, greener transport.

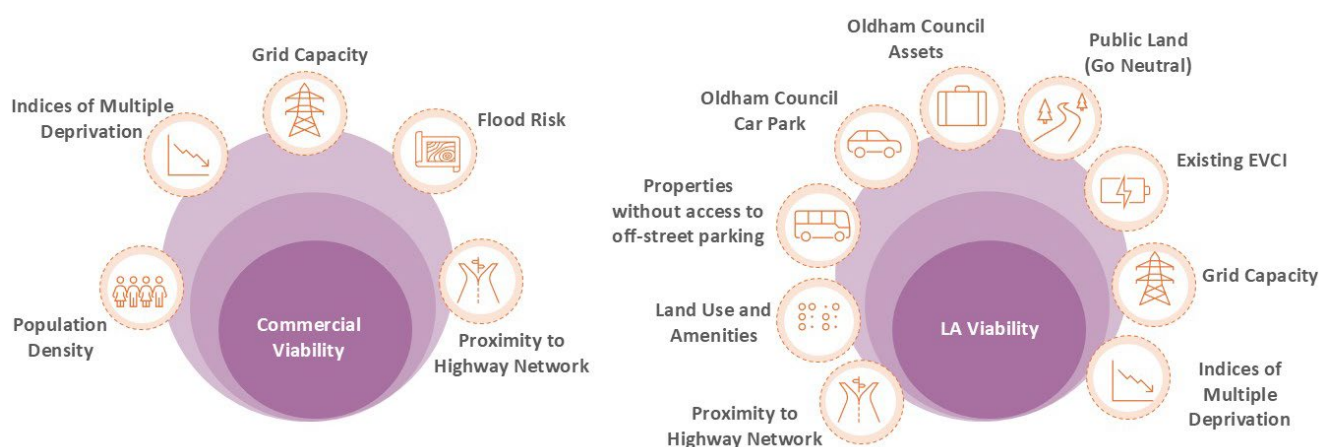
Appropriate

By creating a comprehensive network tailored to the local context and ensuring provision to all residents and their future needs. Oldham will establish a resilient and sustainable public EVCI network. This ambition will support Oldham towards their local energy plans for a carbon neutral future.

5 Viability Assessment

- 5.1.1 This section outlines the methodology used to assess the Commercial and LA viability, to support Oldham Council in making data-driven, strategic decisions regarding the deployment of EVCI. This assessment will identify the areas suitable for commercial and LA investments for EVCI development. The commercial viability assessment will determine sites with the potential to attract private sector investment, as commercial operators prioritise locations with high profitability and low risk. However, areas with limited commercial viability still require development to ensure equitable access to charging infrastructure. In such cases, the LA viability assessment plays a crucial role in identifying sites where public sector investment is necessary to support infrastructure deployment in areas less attractive to private investors.
- 5.1.2 The assessment was designed to align with council objectives and priorities, addressing critical aspects such as inclusivity, commercial feasibility, and public sector requirements. The identified locations under this viability assessment will also provide an opportunity for Oldham Council to utilise the available grant funding for the installation of publicly accessible EVCI.
- 5.1.3 The agreed criteria framework, developed in collaboration with Oldham stakeholders, was discussed and finalised during the workshop to guide the prioritisation of locations for commercial and LA viability assessment. These criteria were designed to evaluate sites based on inclusivity objectives, socio-economic importance, and the potential for significant returns on investment, ensuring a balanced and viable strategy for both private and public sectors. Recognising the disparities in the existing distribution of public charge points, the analysis emphasised the importance of equitable access to EVCI, identifying areas where public sector intervention is required due to lower commercial viability and therefore lack of private sector investment.
- 5.1.4 The methodology incorporated critical factors such as grid capacity, flood risk, and population density to perform detailed commercial and LA viability assessments. The different layers considered are represented in Figure 14 to perform the viability assessment.

Figure 14 Graphic showing layers used in the viability assessment



- 5.1.5 Figure 15 illustrates the detailed methodology undertaken for the viability assessment. The approach involved advanced spatial analysis to evaluate and score various factors and layers contributing to the study. For spatial layers such as flood risk, land use, amenities, and highway networks, distance-based tools were employed to generate pixel-level values, which were subsequently reclassified into scores based on established methodologies and expert judgement. Similarly, value-based assessments were conducted to transform data, such as housing density, deprivation, and population density, into raster layers, assigning consistent cell values derived from attribute data.
- 5.1.6 Following the reclassification based on above assessment, agreed weightings with stakeholders were applied on different layers for each viability assessment. A detailed analysis of the layer weightings and their corresponding outputs is provided in the respective viability sections of this report. Following the application of ratings, scoring was conducted for 5m-by-5m pixel cells for each factor individually, with scores ranging from 1 (low) to 10 (high). The final output of the assessment was a heatmap layer, generated by calculating a combined mean score for all 5m-by-5m pixels within the designated hexagonal polygons.

Figure 15 Viability assessment methodology

01 Data Sources

Multiple geographical layers were integrated into the analysis framework to ensure a comprehensive spatial evaluation.

02 Value & Distance Based Assessment

Data classification was performed using GIS tools to generate raster layers, enabling spatial analysis and visualisation.

03 Reclassification

Reclassified layers were generated by assigning new categorical values to the input raster layers based on their original attribute values, enabling consistent interpretation and analysis across datasets.



04 Applied Weighting (%)

Agreed weightings were applied to prioritise each layer based on viability selection

05 Raster based Heat map (5*5m pixel)

Following the application of ratings, a raster heat map was generated to visualise the spatial distribution and intensity of the evaluated criteria.

06 Hex level Outputs

The Hex polygon was developed through the analysis of 5x5m spatial resolution pixels, ensuring high granularity in data processing for accurate results.

5.2 Commercial Viability

- 5.2.1 The primary objective of the commercial viability assessment is to identify areas with potential to attract commercial funding opportunities. To evaluate commercial viability, an agreed weighting system was applied to a defined set of geographical layers. These layers were analysed and prioritised based on their relevance to commercial viability, culminating in the creation of a heatmap that highlights potential areas for ECVI development.
- 5.2.2 Table 5-1 provides a detailed overview of the layers considered in the analysis, along with their respective weighting percentages, which were used to prioritise each layer's contribution to the commercial viability assessment.

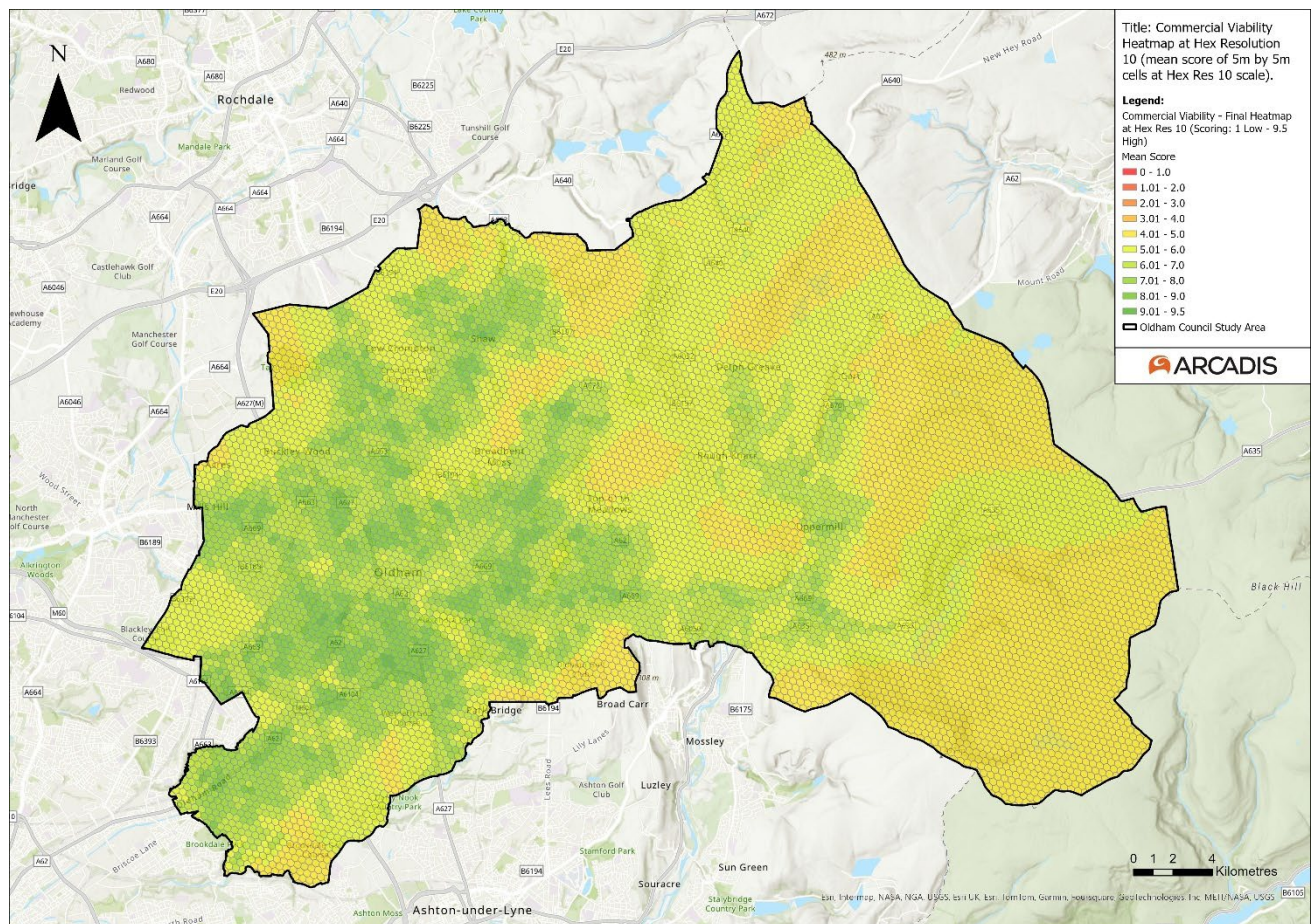
Table 5-1 Table showing weightings applied in the commercial viability assessment

Dataset	Layer Used	Scoring	Weightings (%)
Population Density	Household Population Count	10: 15000.001 – 43000 9: 10000.001 – 15000 8: 7500.001 – 10000 7: 5000.001 – 7500 6: 4000.001 – 5000 5: 3000.001 – 4000 4: 2000.001 – 3000 3: 1000.001 – 2000 2: 500.001 – 1000 1: 2.20 - 500	40%
Grid capacity	Grid capacity	Red: 3 Amber: 7 Green: 10	30%
Social housing datasets/ Deprivation	Deprivation	10: 101 - 220 9: 91 - 100 8: 81 - 90 7: 71 - 80 6: 61 - 70 5: 51 - 60 4: 41 - 50 3: 31 - 40 2: 21 - 30 1: 0 - 20	11%

Dataset	Layer Used	Scoring	Weightings (%)
Proximity to the highway network	Highway Network	10: 0 – 20m 9: 20.001 – 50m 8: 50.001 – 100m 7: 100.001 – 200m 6: 200.001 – 400m 5: 400.001 – 800m 4: 800.001 – 1000m 3: 1000.001 - 1500m 2: 1500.001 - 3000m 1: 3000.001 +	13%
Flood mapping- at more granular level than we can publicly get access to	Risk of Flooding from Surface Water	10: 50+ m 9: 41 - 45m 8: 36 - 40m 7: 31 - 35m 6: 26 - 30m 5: 21 - 25m 4: 16 - 20m 3: 11 - 15m 2: 6 - 10m 1: 0 - 5m	7%

- 5.2.3 The final output is a heatmap, developed based on the methodology outlined in Section 5 and is presented in Appendix B. This output represents a Hex Resolution heatmap, where scores from 5m-by-5m grid cells have been aggregated at a Hex 10 scale. This scale has been utilised to identify areas with the highest commercial viability for EVCI development. The analysis of each individual layer, along with the corresponding heatmaps developed for all individual layers, is provided in Appendix B.
- 5.2.4 The heatmap scores are calculated as the mean value of all 5m-by-5m cells within each hexagonal polygon and presented on a standardised scale from 1 to 10. A score of 1 represents areas with the lowest commercial viability, while a score of 10 highlights areas with the greatest potential for EVCI deployment.
- 5.2.5 The analysis indicates that the highest-priority areas for EVCI development are concentrated in and around the central parts of Oldham. Key locations exhibiting significant potential include areas near Ashton Road (A627) and Manchester Road (A62), as well as neighbourhoods such as Chadderton, Busk, Coldhurst, Clarksfield, Sholver, and Lees.

Figure 16 Commercial viability heatmap



- 5.2.6 Based on the heatmap analysis, council-owned land was identified to generate a prioritised list of potential sites for the rollout of EVCI in Oldham. As council-owned land can serve as a potential revenue stream, it was incorporated into both the commercial and LA viability assessments to identify the locations. This was achieved by overlaying council-owned land onto the respective heat maps to identify suitable locations for each viability assessment. For commercially viable sites, the council can offer its land to private operators, enabling revenue generation through lease agreements or partnerships. Conversely, for sites with low commercial viability, the council can develop EVCI infrastructure on its own assets to ensure network coverage and support equitable access to charging facilities.
- 5.2.7 The methodology involved assigning an average score to each council-owned site derived from the heatmap assessment.
- 5.2.8 The council-owned land includes properties already occupied by residential developments. While these sites may rank highly due to their location, they are not feasible for EVCI deployment as the land is already developed. Subsequently, these locations were removed from the list.
- 5.2.9 To optimise the site prioritisation process, Google Maps links were generated for each council land polygons. These links will provide a spatial context and assist in site evaluation and prioritisation.
- 5.2.10 Following this methodology, the top 15 sites were identified based on the commercial viability heatmap. These sites are detailed in Table 5-2.

Table 5-2 Table showing suggested priority list of commercially viable sites for EVCI rollout

Site List with Address	Property Type
Land on Ashton Road, behind 8-24 Plymouth Street, Oldham	Land
Land at Cornwall Street, along Ely Street, Werneth	Land
Land adjacent to 19 Lincoln Street, Werneth	Land
Carlisle Street Car Park, Werneth	Car Park
Land at corner of Hollins Road/ Tydden Street, Oldham	Car Park
Land adjacent to 53 Langham Road, Coppice	Land
Land at corner of New Earth Street and Lees Road, Oldham	Car Park
Croft Street Car Park, Failsworth	Car Park
Cornwall Street Car Park, Werneth	Car Park
Land At Tamworth Street, Werneth	Car Park
Land at corner of Watershedding Street and Ripponden Road, Oldham	Car Park
Land to rear of 4 Regatta Close, Chadderton	Car Park
Land at the corner of Meldrum Street and Broadway Street, Oldham	Car Park
Land at the corner of Greenacres Road and Spring Street, Oldham	Land
Land at the corner of Country Street and Hollins Road, Oldham	Land

5.3 LA Viability

5.3.1 The primary objective of this assessment is to identify viable areas for local authorities to expand their EVCI network. The same methodology used for assessing commercial viability was applied to evaluate LA viability. The agreed weighting percentages across a defined set of geographical layers were applied differently for the assessment to prioritise each layer for the viability analysis. For the local authority (LA) viability assessment, additional layers were considered that are not relevant to the commercial viability assessment but are essential for evaluating LA investment potential. These additional layers ensure that the assessment captures factors crucial to LA-led development, which may not be prioritised by commercial operators. This involved utilising an agreed weighting percentage across a defined set of geographical layers.

5.3.2 Table 5-3 provides a detailed overview of the layers considered in the analysis, along with their respective weighting percentages, which were used to prioritise each layer's contribution to the LA viability assessment.

Table 5-3 Table showing weightings applied in the Local Authority viability assessment

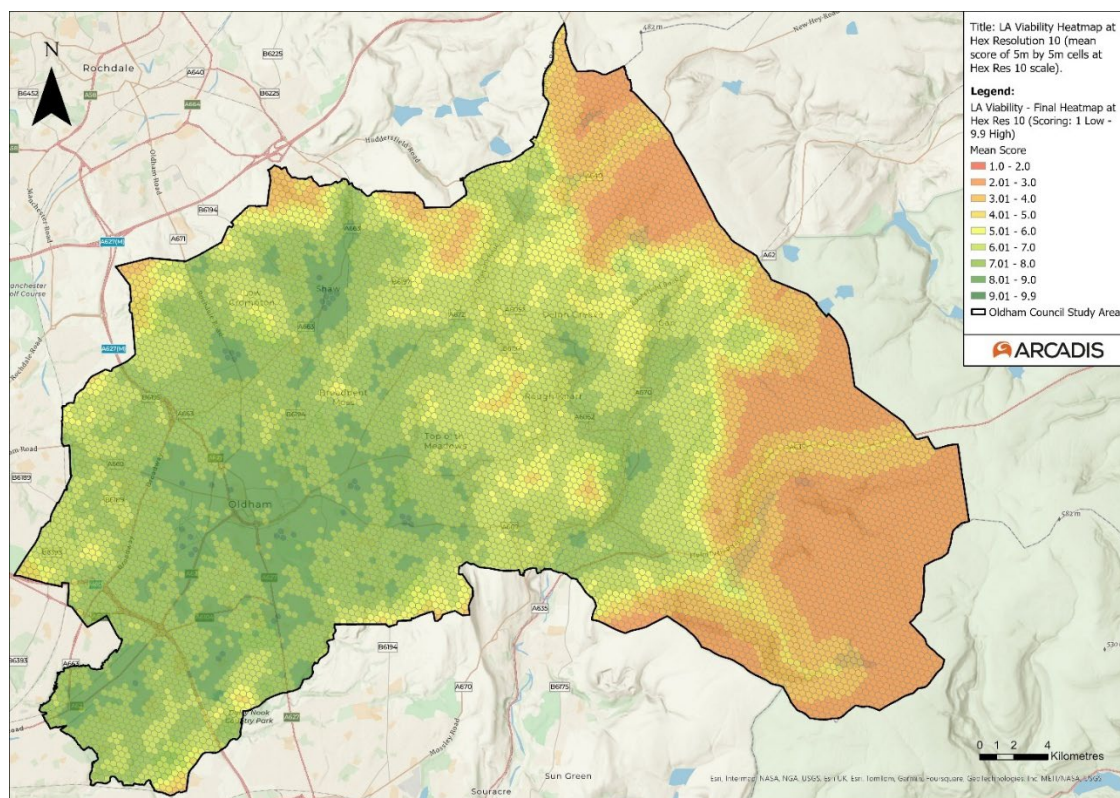
Dataset	Layer Used	Scoring	Weightings (%)
Proximity to the highway network	Highway Network	10: 0 – 20m 9: 20.001 – 50m 8: 50.001 – 100m 7: 100.001 – 200m 6: 200.001 – 400m 5: 400.001 – 800m 4: 800.001 – 1000m 3: 1000.001 - 1500m 2: 1500.001 - 3000m 1: 3000.001 +	20%
Trip Attractors/Customer Convenience/ Dwell Time	Land Use and Amenities	10: 0 – 50m 9: 50.001 – 400m 8: 400.001 – 600m 7: 600.001 – 800m 6: 800.001 – 900m 5: 900.001 – 1000m 4: 1000.001 – 1200m 3: 1200.001 - 1500m 2: 1500.001 - 2000m 1: 2000.001 +	11%

Dataset	Layer Used	Scoring	Weightings (%)
Parking	Property without access to off-street parking (595m buffers)	10: 0 - 595m 9: 595.01 - 650m 8: 650.01 - 700m 7: 700.01 - 750m 6: 750.01 - 800m 5: 800.01 - 850m 4: 850.01 - 900m 3: 900.01 - 950m 2: 950.01 - 1000m 1: 1000.01+m	20%
Car Park	OC Car Park	10: 0 - 50m 9: 51 - 75m 8: 76 - 100m 7: 101 - 125m 6: 126 - 150m 5: 151 - 175m 4: 176 - 200m 3: 201 - 500m 2: 501 - 1000m 1: 1001+m	12%
Council owned land	OC Land	10: 0 - 50m 9: 51 - 75m 8: 76 - 100m 7: 101 - 125m 6: 126 - 150m 5: 151 - 175m 4: 176 - 200m 3: 201 - 500m 2: 501 - 1000m 1: 1001+m	7%
Go Neutral - Public Land for EVCI Rollout	Public Land	10: 0 - 50m 9: 51 - 75m 8: 76 - 100m 7: 101 - 125m 6: 126 - 150m 5: 151 - 175m 4: 176 - 200m 3: 201 - 500m 2: 501 - 1000m 1: 1001+m	3%

Dataset	Layer Used	Scoring	Weightings (%)
Existing EVCP's	Zapmap + Overlapping Feature Count	10: 0 - 5 9: 6 - 10 8: 11 - 20 7: 21 - 40 6: 41 - 60 5: 61 - 80 4: 81 - 100 3: 101 - 122	5%
Grid capacity	Grid capacity	Red: 3 Amber: 7 Green: 10	12%
Social housing datasets/ Deprivation	Deprivation	10: 51 - 92 9: 46 - 50 8: 41 - 45 7: 36 - 40 6: 31 - 35 5: 26 - 30 4: 21 - 25 3: 16 - 20 2: 11 - 15 1: 0 - 10	10%

- 5.3.3 The final heatmap is developed based on the methodology outlined in Section 5. The analysis of each individual layer, along with the corresponding heatmaps developed for all layers, is provided in Appendix C.
- 5.3.4 The analysis indicates that the highest-priority areas for EVCI development are concentrated in and around the central parts of Oldham. Key locations exhibiting significant potential include areas concentrated in and around the central parts of Oldham, Higginsshaw, Lees, Chadderton, Royton, Shaw, Delph, areas around Uppermill and Greenfield.

Figure 17 LA viability heatmap



- 5.3.5 Following this methodology explained in the commercial viability section, the top 15 sites were identified based on the LA viability heatmap. These sites are detailed in Table 5-4.

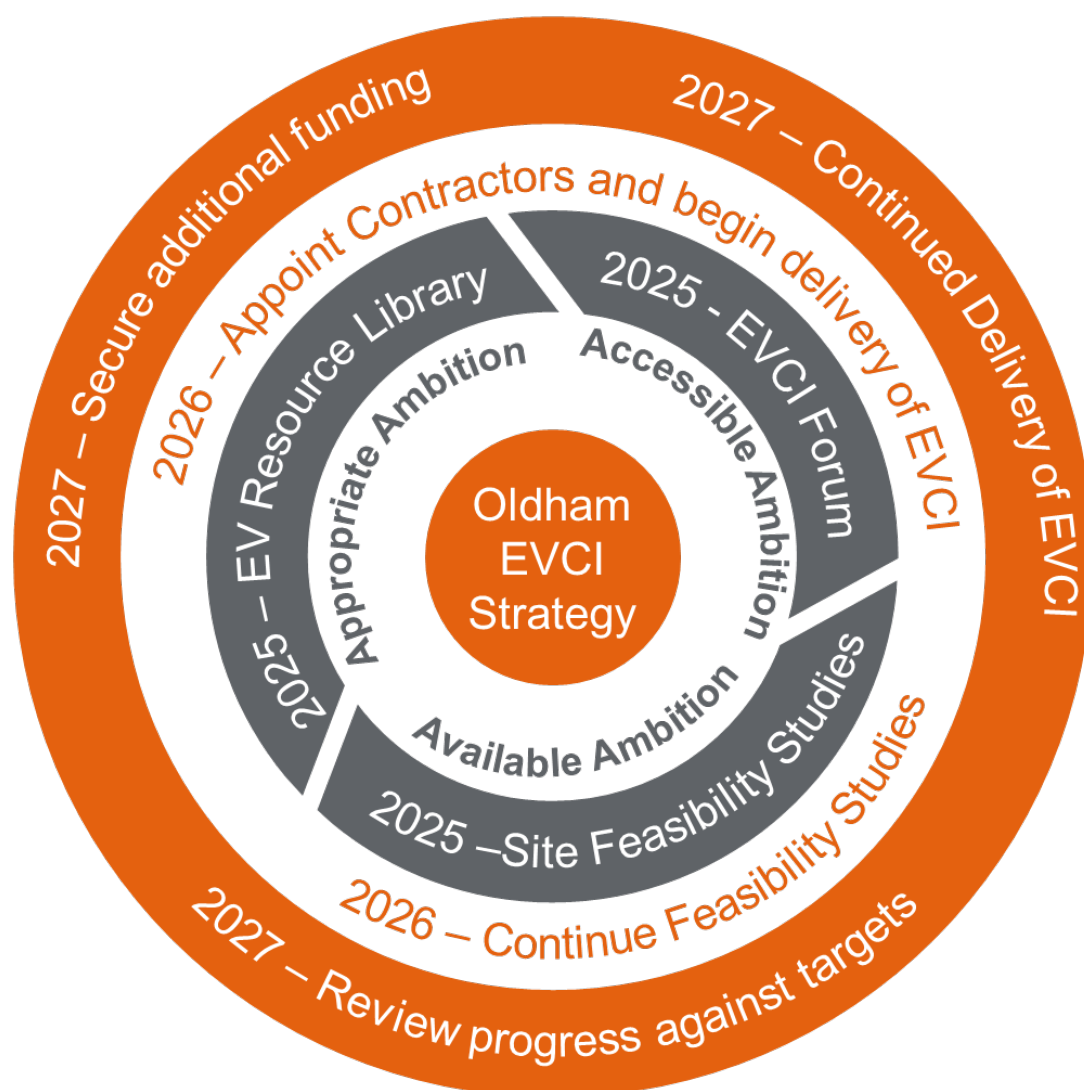
Table 5-4 Table showing suggested priority list of LA viable sites for EVCI rollout.

Site List with Address	Property Type
Royton Precinct Car Park, Royton Precinct, Royton	Car Park
Westway Car Park, Shaw	Car Park
Kershaw Street East Car Park, Shaw	Car Park
Market Place Car Park, Westway, Shaw	Car Park
Glebe Street Car Park, Shaw	Car Park
Land adjacent to 18 Westway, Shaw	Land
Hanson Street/Wedhurst Street Car Park, Greenacres	Car Park
Land adjoining Hathershaw Hotel, Ashton Road, Oldham	Land
Land at Chester Place, Royton North	Land
Dorset Street Car Park, Werneth	Car Park
St Chads Crescent Car Park, Oldham	Car Park
Land at end of Limeside road and St Chads Crescent, Oldham	Land
Eastway Car Park, Shaw	Car Park
Queens Road Car Park, Oldham	Car Park
Lees Library, Thomas Street, Lees	Cultural Building

6 Action Plan

- 6.1.1 Taking into account the findings from the policy review, baseline context, LA and commercial viability assessment, the following action plan was developed. Through a phased approach over the next three years, the action plan outlines small work packages that lay foundations for larger, more ambitious schemes. Each action is working towards the Oldham EVCI vision, utilising grant funding where available.
- 6.1.2 Figure 18 illustrates how the actions are interconnected and how they can be progressed to further Oldham’s ambitions. In 2025, Oldham Council will set the foundations of the plan, exploring opportunities to utilise public sites with the support of the local community. In 2026, Oldham Council will finalise the sites of interest and begin EVCI delivery. In 2027, Oldham Council will evaluate the success of the action plan and solidify a plan for the future to ensure continued delivery of EVCI. Further details on the action plan can be found in Appendix D.

Figure 18 –Summary of Oldham’s EVCI Strategy Action Plan for 2025 - 2027



7 Monitoring and Evaluation Framework

- 7.1.1 HM Treasury (HMT) Magenta Book defines monitoring and evaluation as tracking progress against planned targets through formal reporting and evidencing of delivery, while evaluation assesses an initiative's effectiveness and efficiency by measuring its impact, outcomes, and whether anticipated benefits were achieved. Monitoring and evaluation is an integral element in understanding how well schemes or improvements provide value for money and drive economic growth, whilst balancing the need for sustainability.

7.2 Timescales and governance

- 7.2.1 The monitoring and evaluation of the strategy roll out will take place over a 3-year period. The monitoring and evaluation data will be collected before the roll-out, during the roll-out (at the end of year 1), and after the roll-out (at the end of year 3). This will allow key themes to be identified, and the effect of the strategy to be captured over time. Oldham Council will be responsible for the monitoring and evaluation.

7.3 Monitoring and evaluation approach

- 7.3.1 Appendix E outlines the approach for monitoring and evaluating the strategy roll-out against key ambitions over the next three years. To monitor and evaluate the roll-out, specific, measurable, achievable, relevant and time-bound (SMART) targets have been created for each strategy ambition, to measure outputs.
- 7.3.2 The approach in Appendix E includes the following details for each target identified:
- Indicator (i.e. the indicator that will help to determine whether or not the target has been met)
 - How (i.e. the approach for collecting data)
 - Datasets required
 - Owner of dataset
 - Who will do the measurement
 - Year 1 success criteria
 - Year 3 success criteria

7.4 Evaluation reporting and dissemination

- 7.4.1 The Monitoring and Evaluation strategy will be reviewed by Oldham Council at the end of Year 1 and 3. It will assess the roll-out against the evaluation objectives identified in Table 7-1 below, presenting outputs over time, key themes, positives and negatives of the roll-out, and user testimonials and conclusions.

Table 7-1 Evaluation of objectives and methods

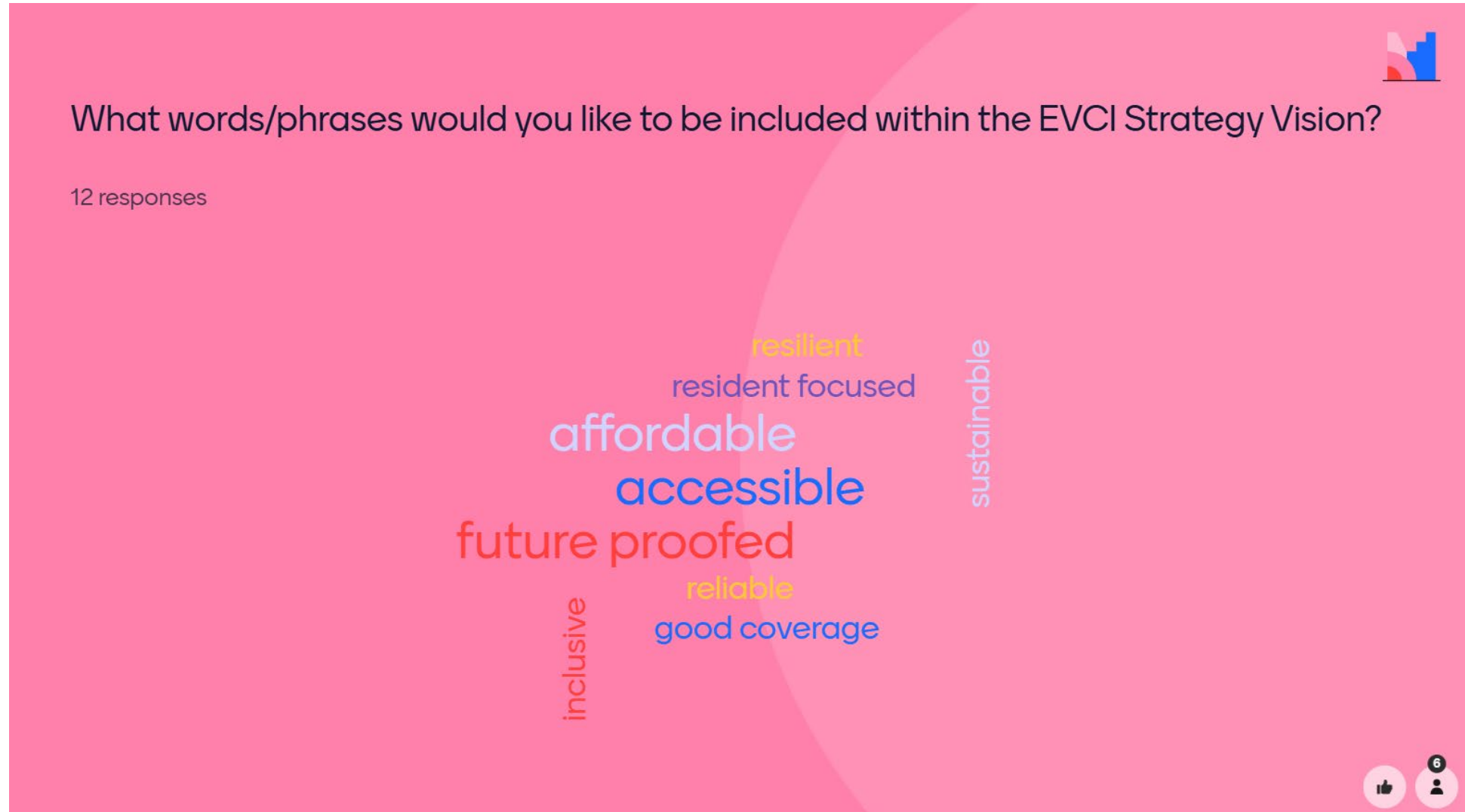
Objective	Method
Assessing the degree to which an intervention is achieving or has achieved its intended goals.	Assessment of indicators against each of the targets identified.
Identifying any major unexpected outcomes and delve into the implementation process and reasons for any adjustments made.	Evaluation of the data gathered through the monitoring and evaluation period to identify any unexpected outcomes.

8 Conclusion

- 8.1.1 The development of this EVCI Strategy represents a critical step in Oldham's journey towards a greener, more sustainable future for its residents. By establishing a clear vision and structured action plan, this strategy sets the foundation for delivery a robust, inclusive and accessible EVCI network that aligns with local, regional and national policy objectives.
- 8.1.2 This strategy is built on a comprehensive evidence base and data-led analysis, ensuring that decision making is informed, strategic and aligned with the borough's priorities. The LA viability and Commercial Viability assessment highlight opportunities for both public and private sector investment and provide a framework for prioritising sites, maximising value and ensuring scalability of the approach.
- 8.1.3 The strategy also supports Oldham's ongoing commitments to the Green New Deal on establishing a Local Energy Market to drive various key outcomes such as facilitating the shift to electric transport.
- 8.1.4 Furthermore, the methodology and development process behind this strategy has been designed to be scalable, offering an opportunity to carry out similar studies across other areas within Greater Manchester.
- 8.1.5 This strategy marks a significant milestone in Oldham's transition to a low-carbon future by providing a clear pathway for EVCI development and balancing commercial viability with public sector objectives. By working collaboratively with stakeholders and the community, Oldham can deliver an EVCI network that meets the needs of residents, businesses, and visitors while driving forward the borough's ambitions for a cleaner, greener, and more connected future.

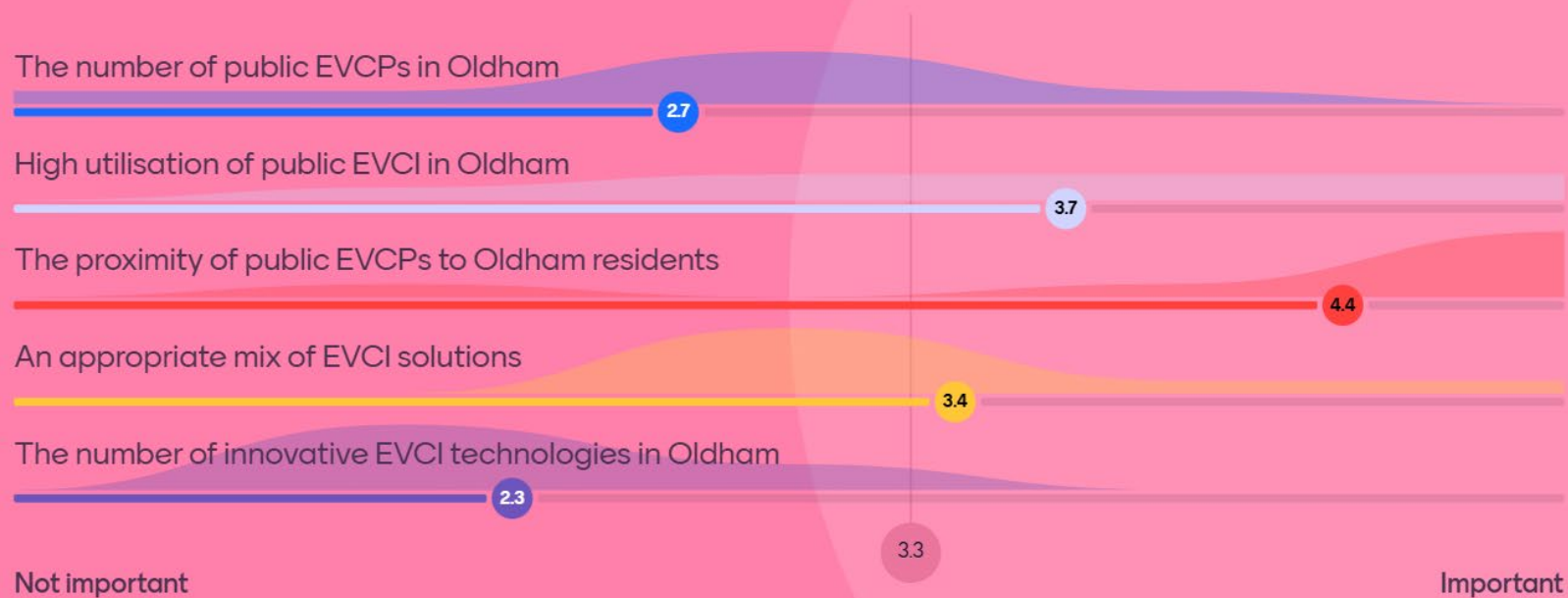
Appendix A

Results of Stakeholder Workshop Mentimeter



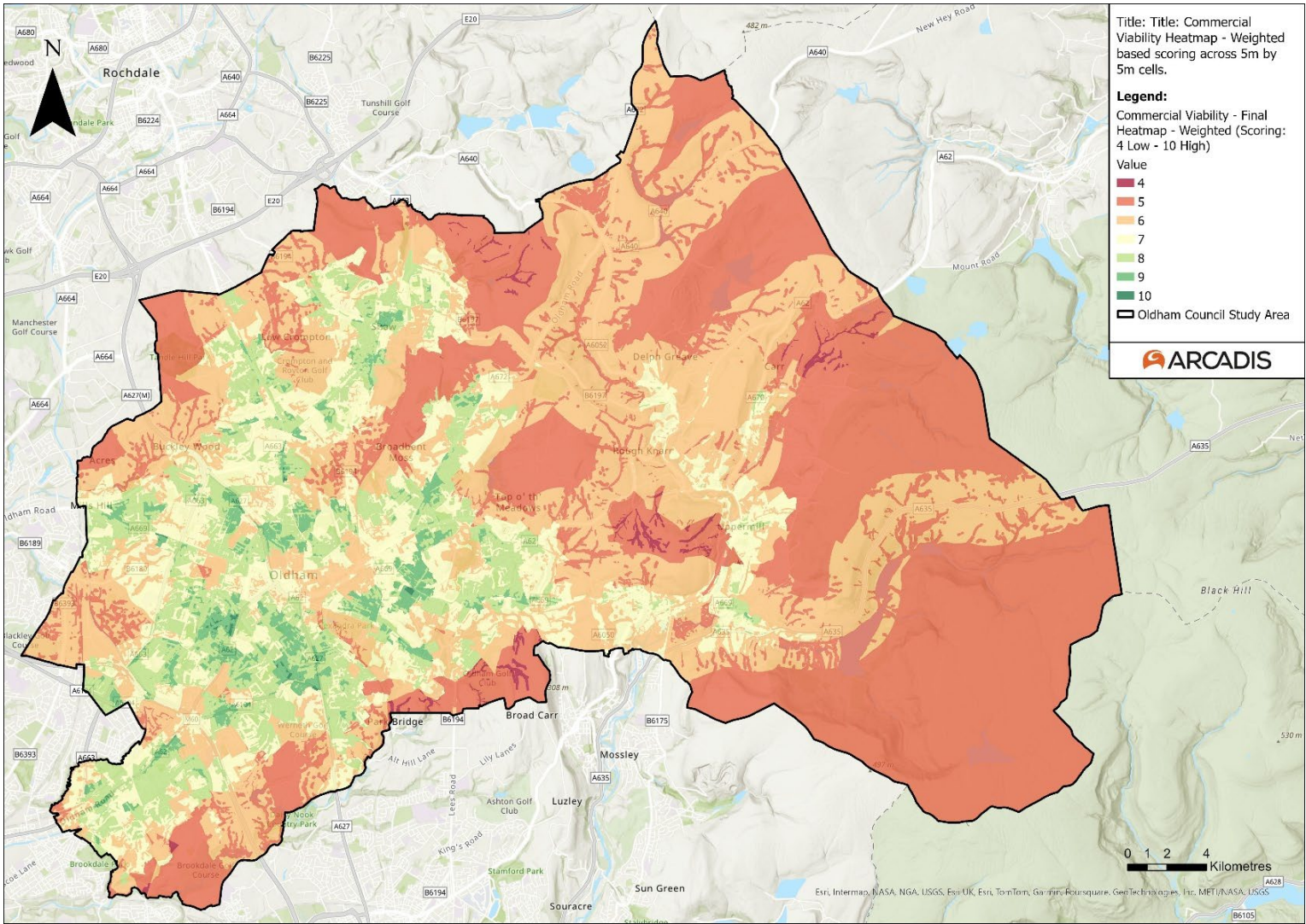


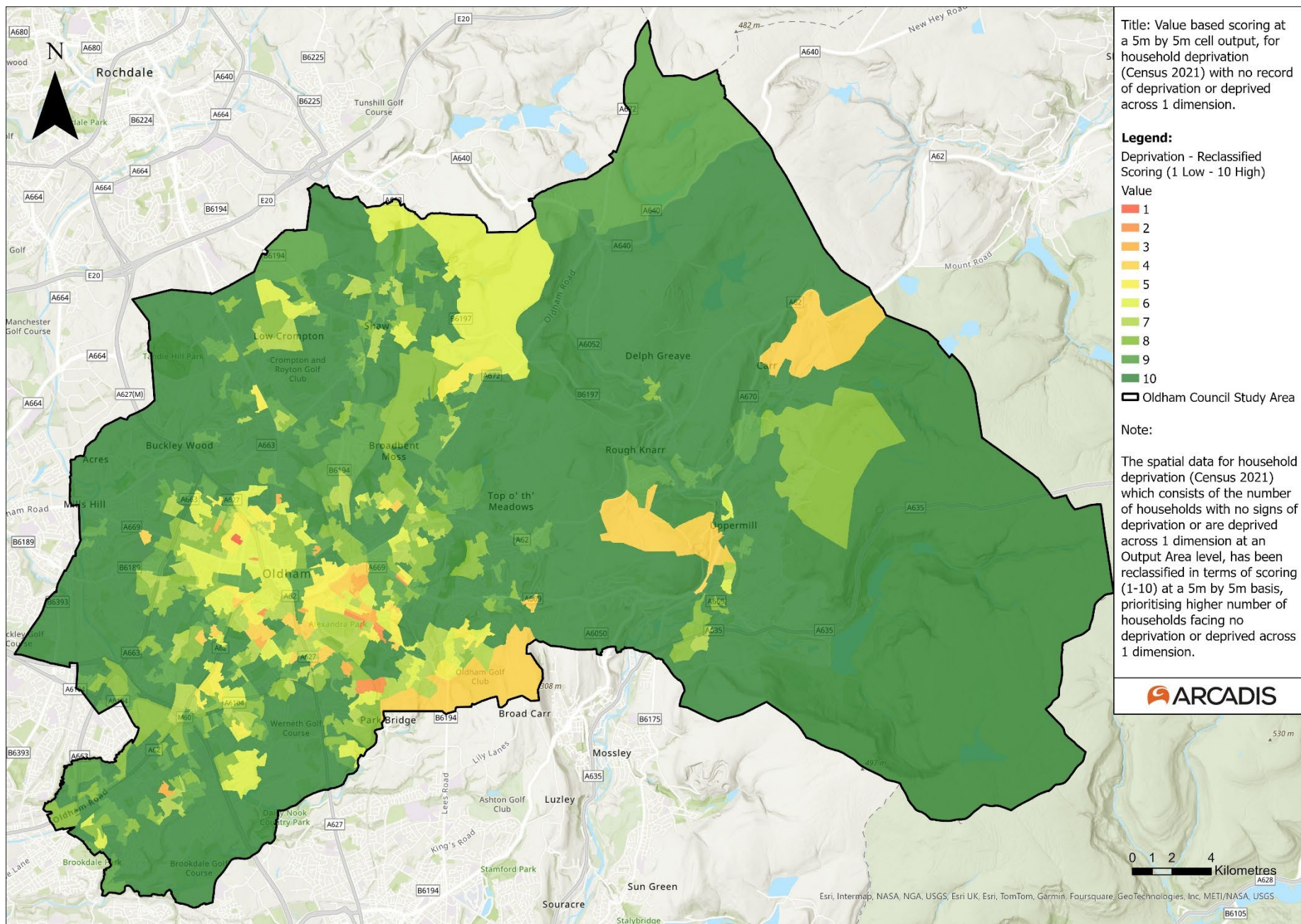
Considering the 2030 Vision, how important do you think the following principles are to measuring the success of the Oldham EVCI strategy?



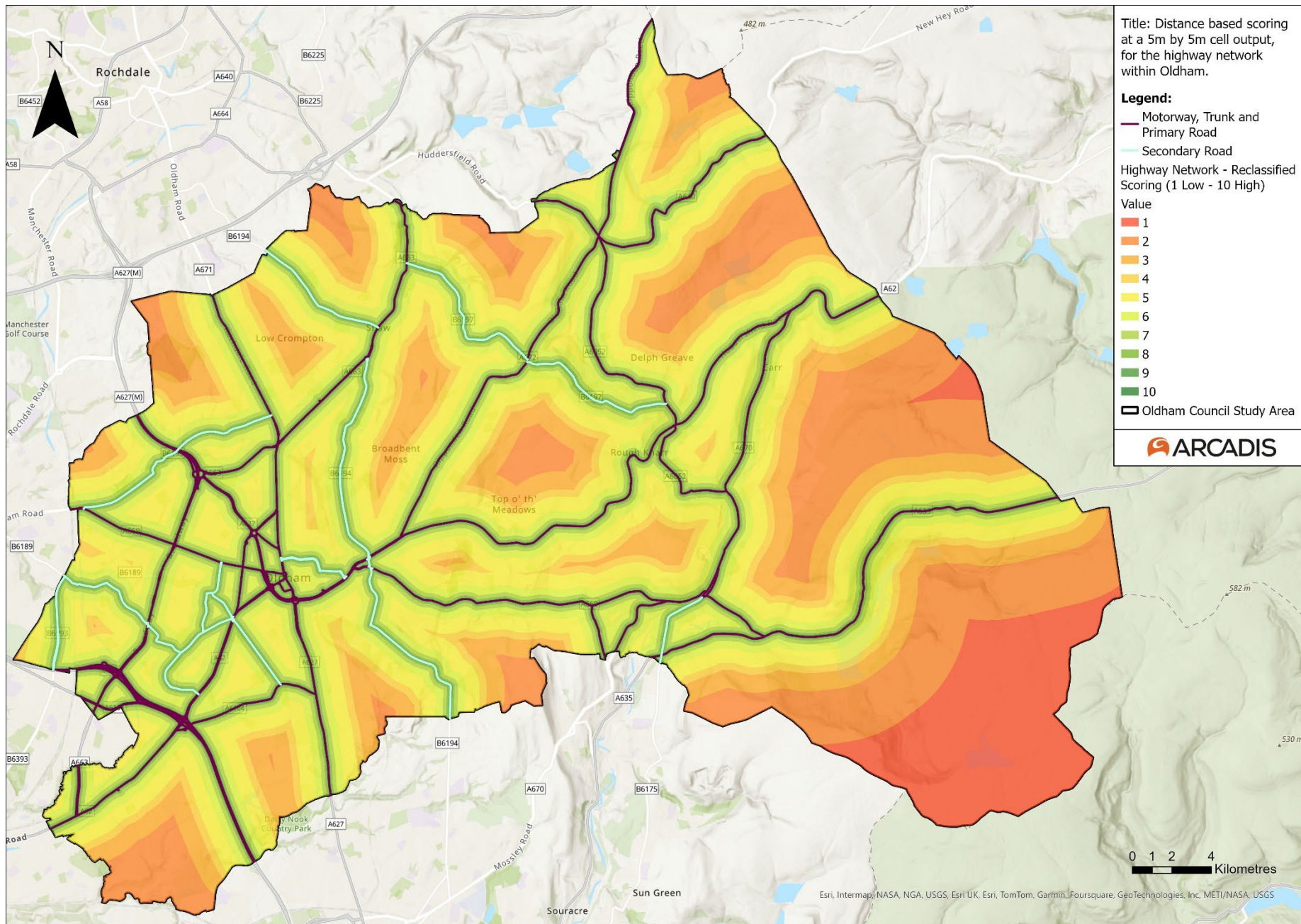
Appendix B

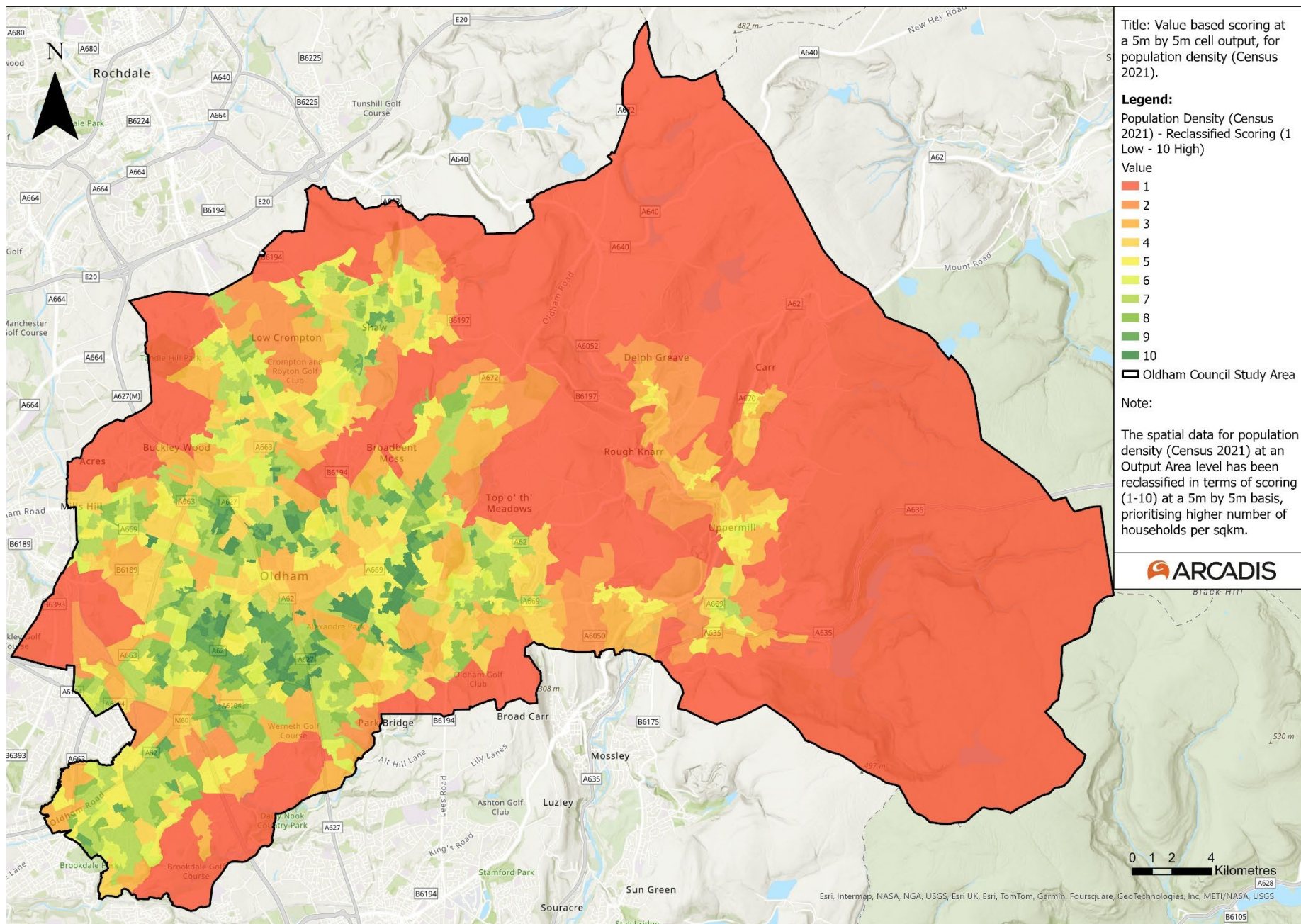
Commercial Viability





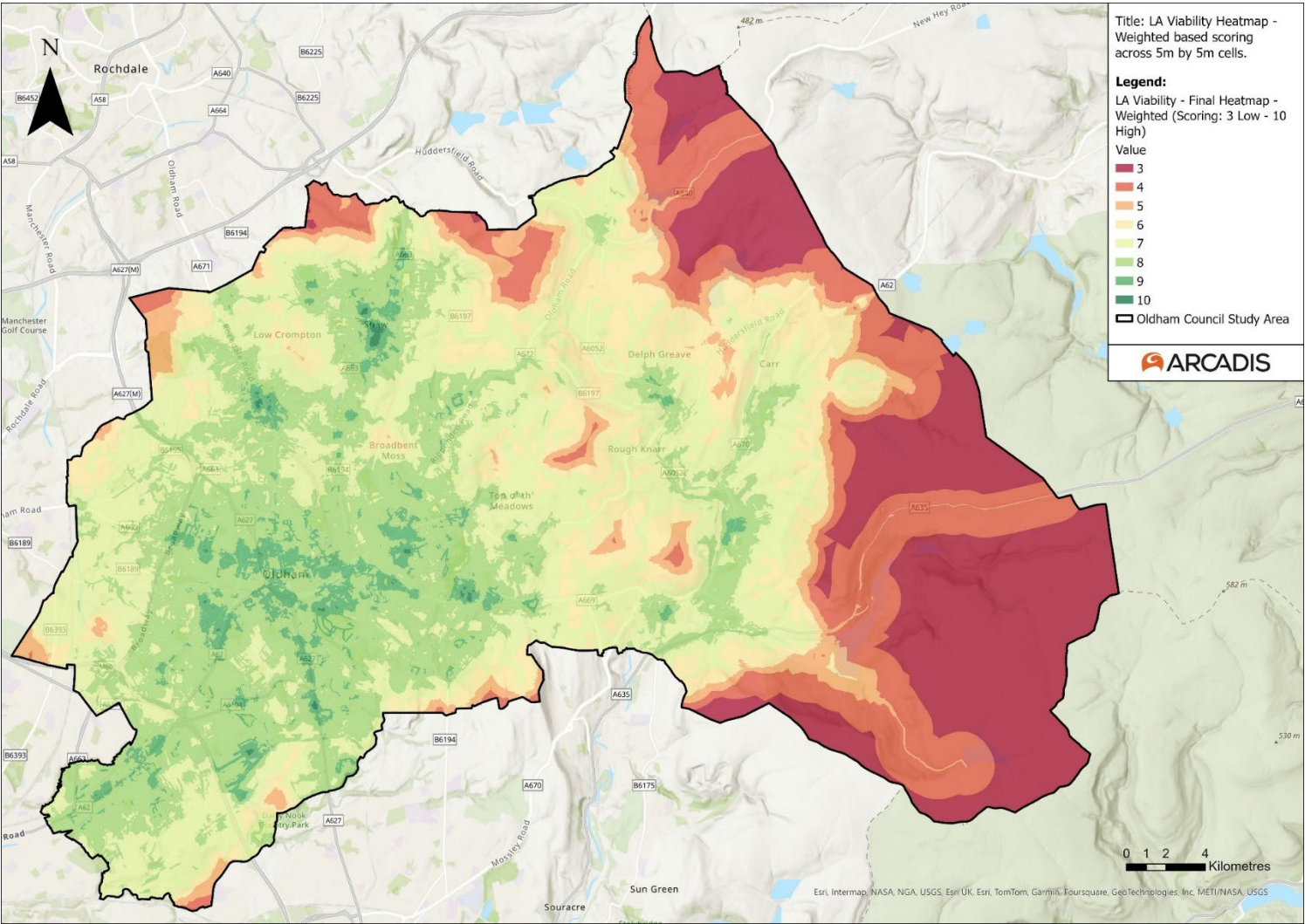


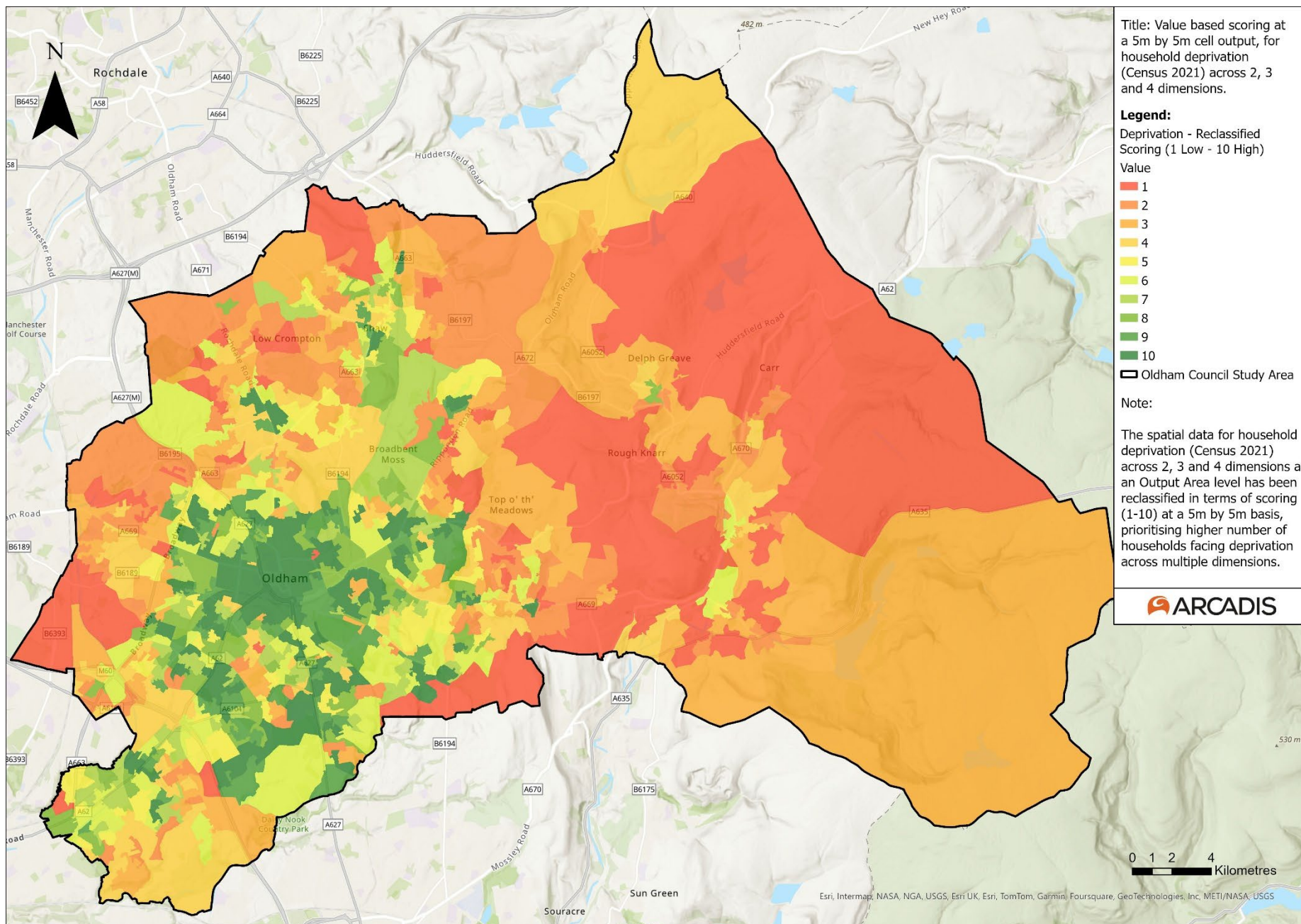


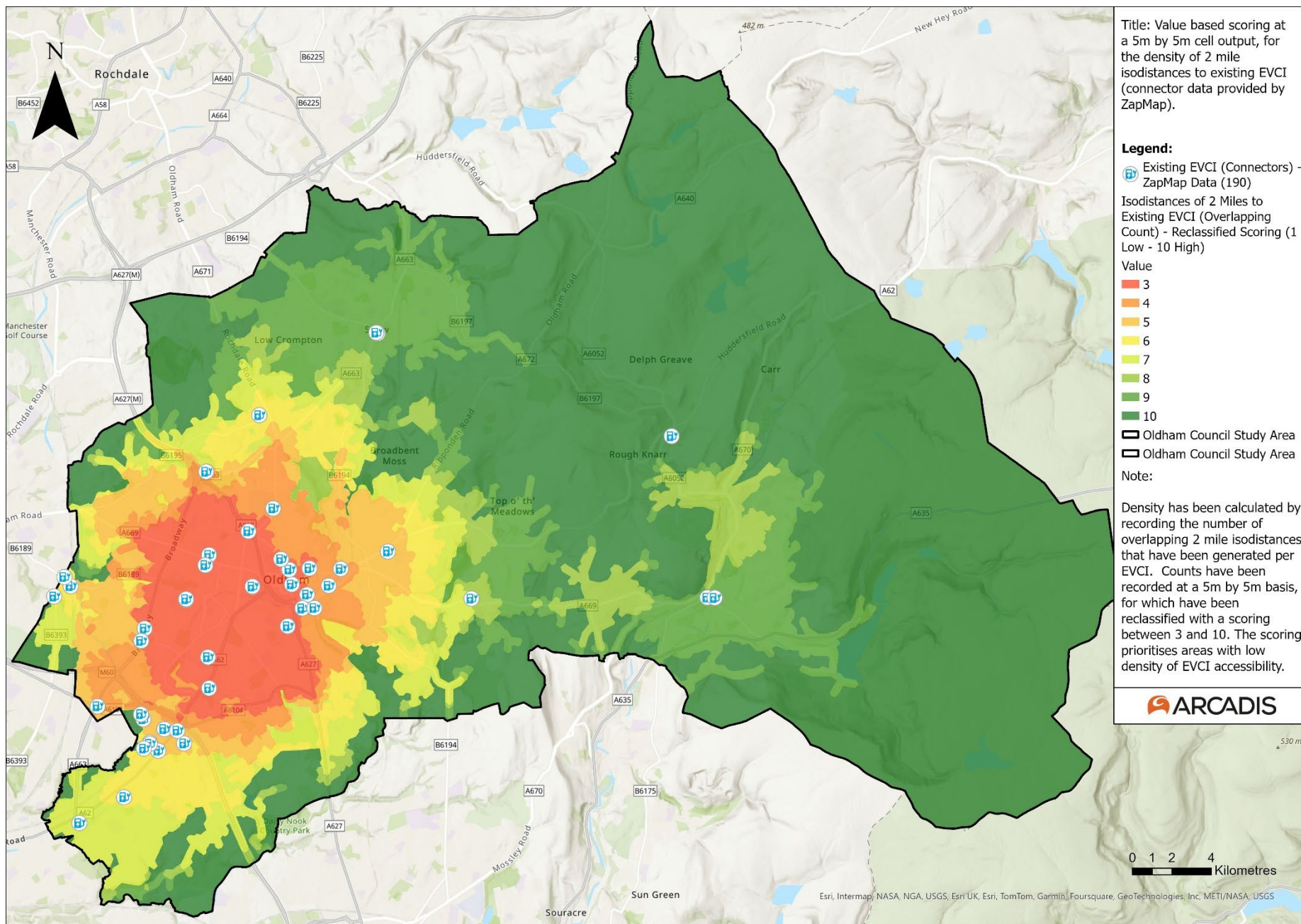


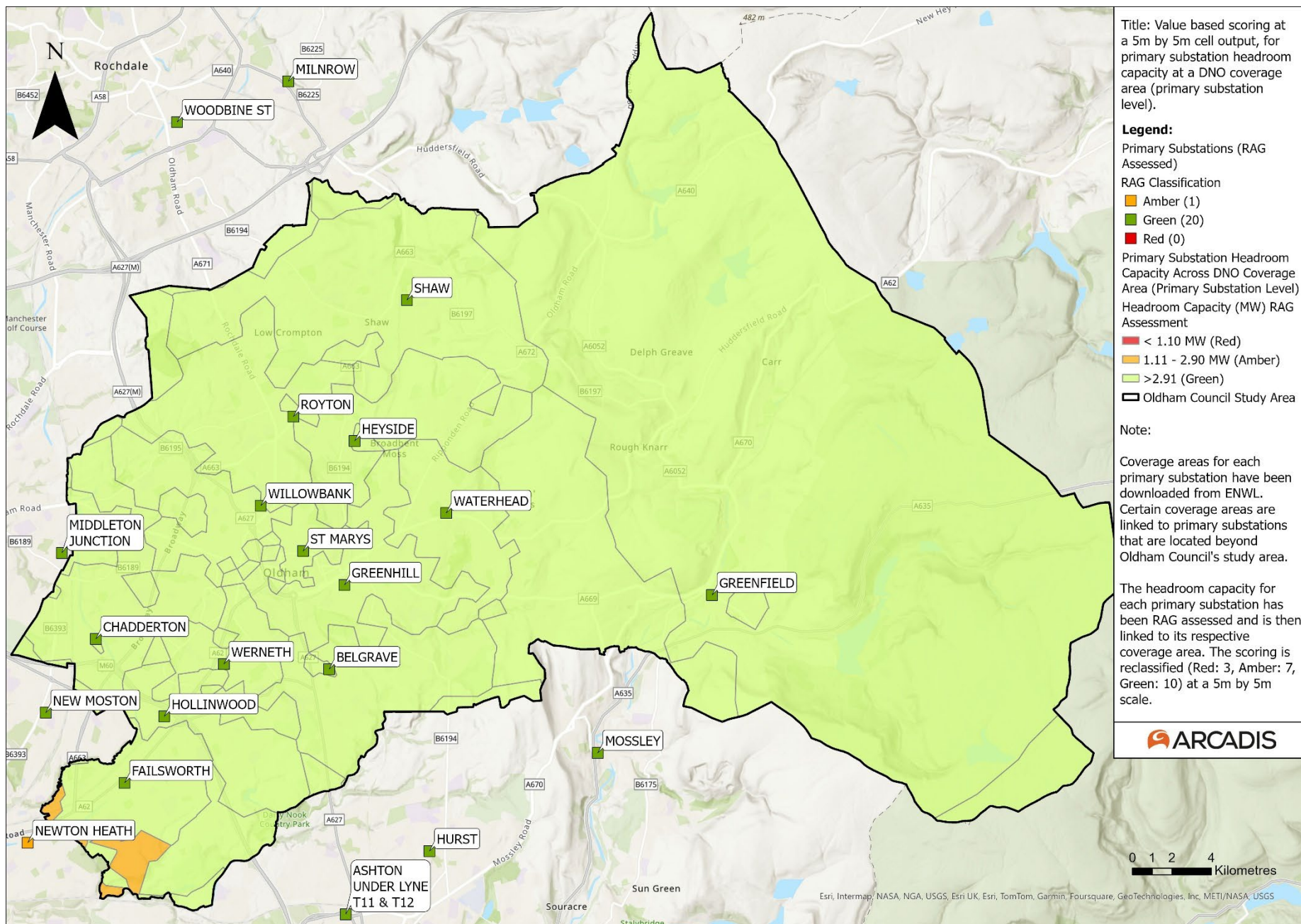
Appendix C

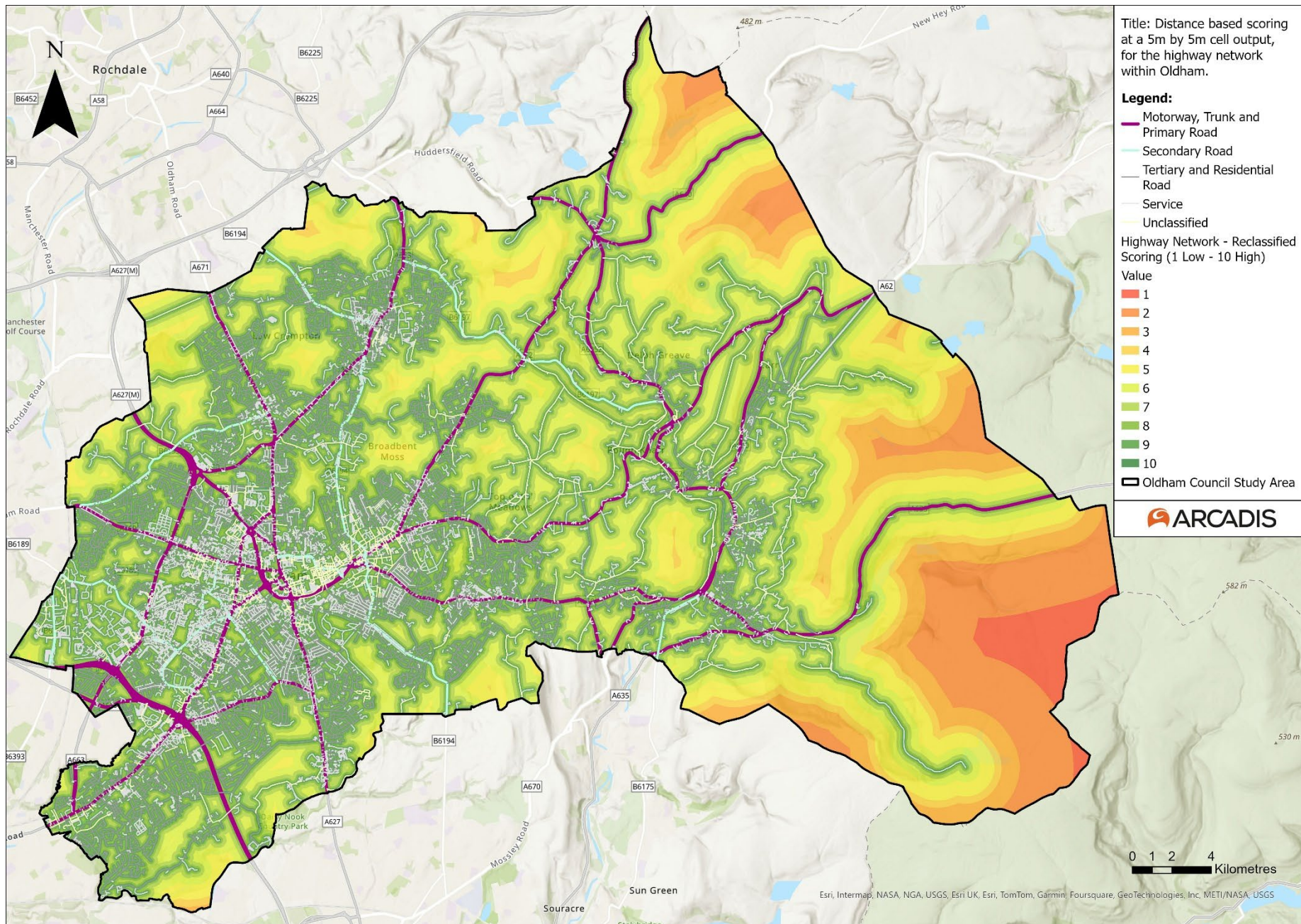
LA Viability

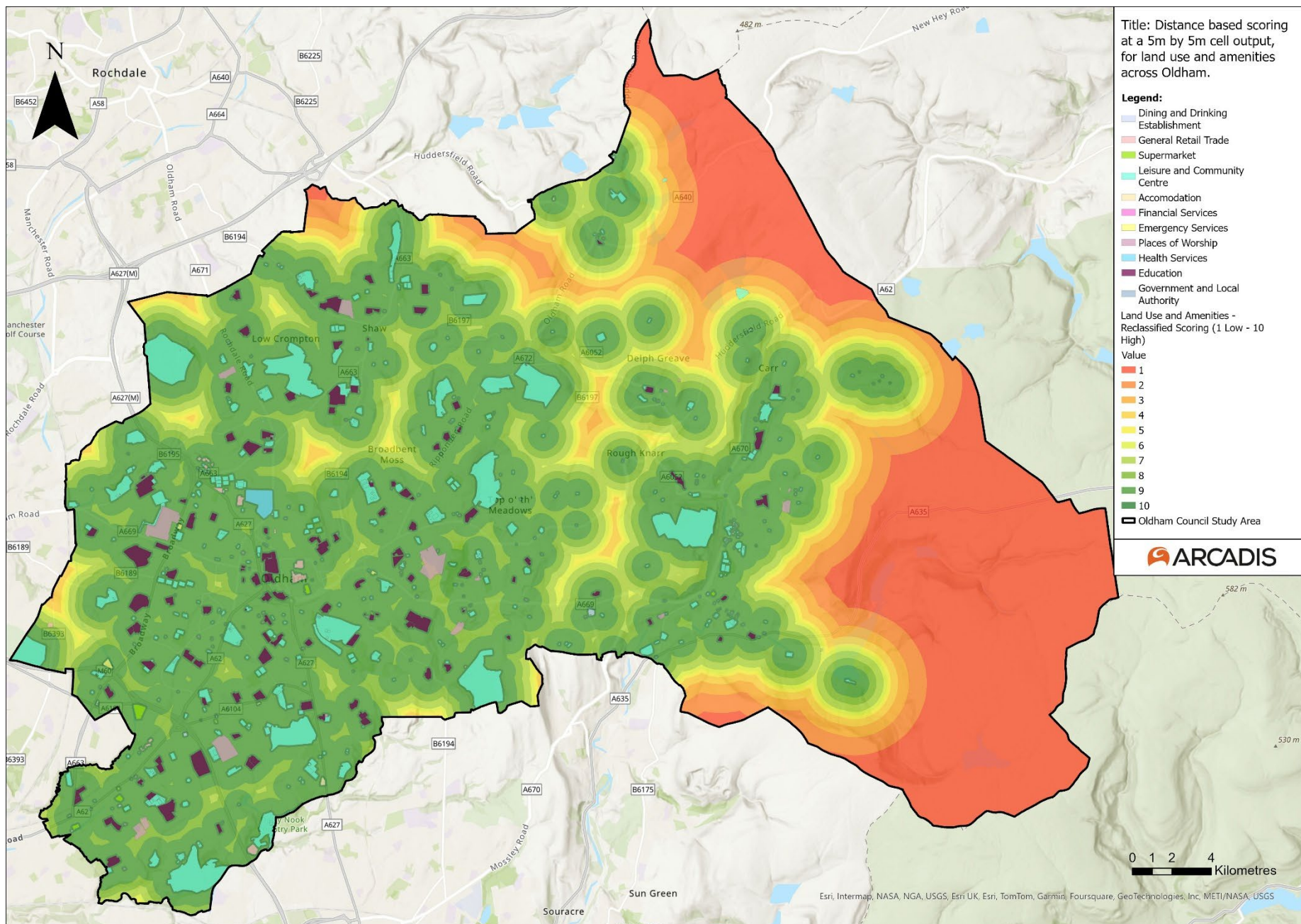


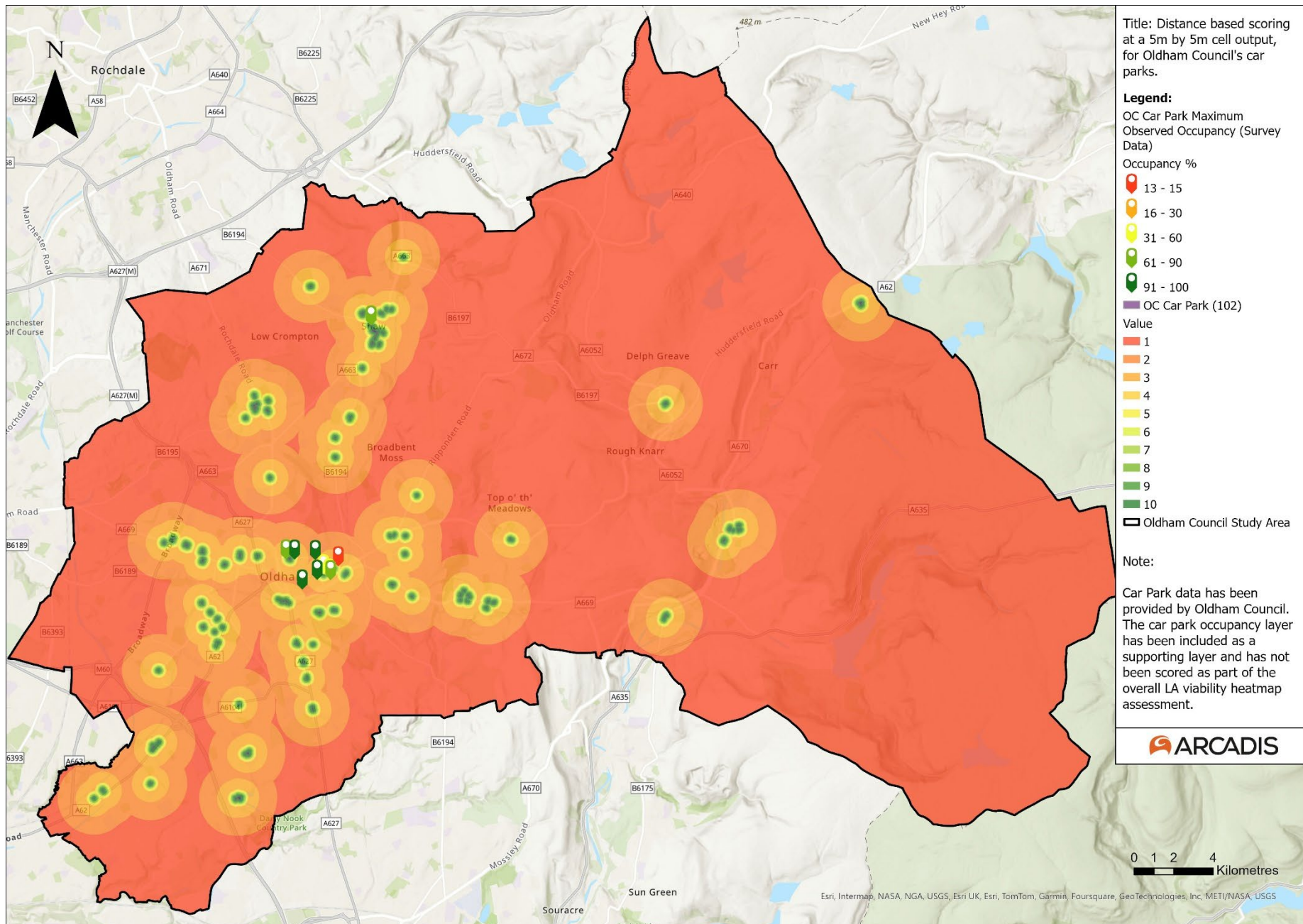


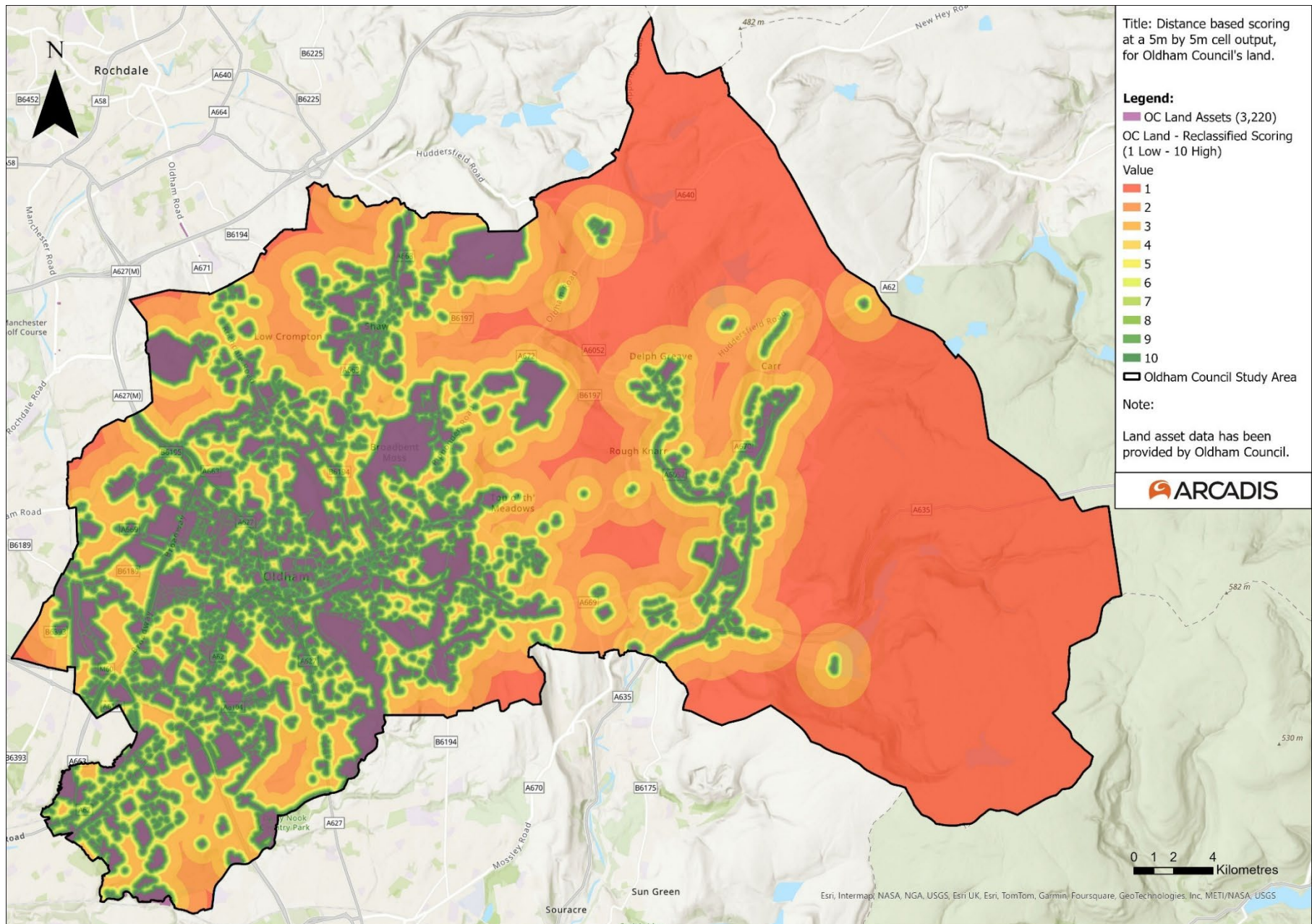


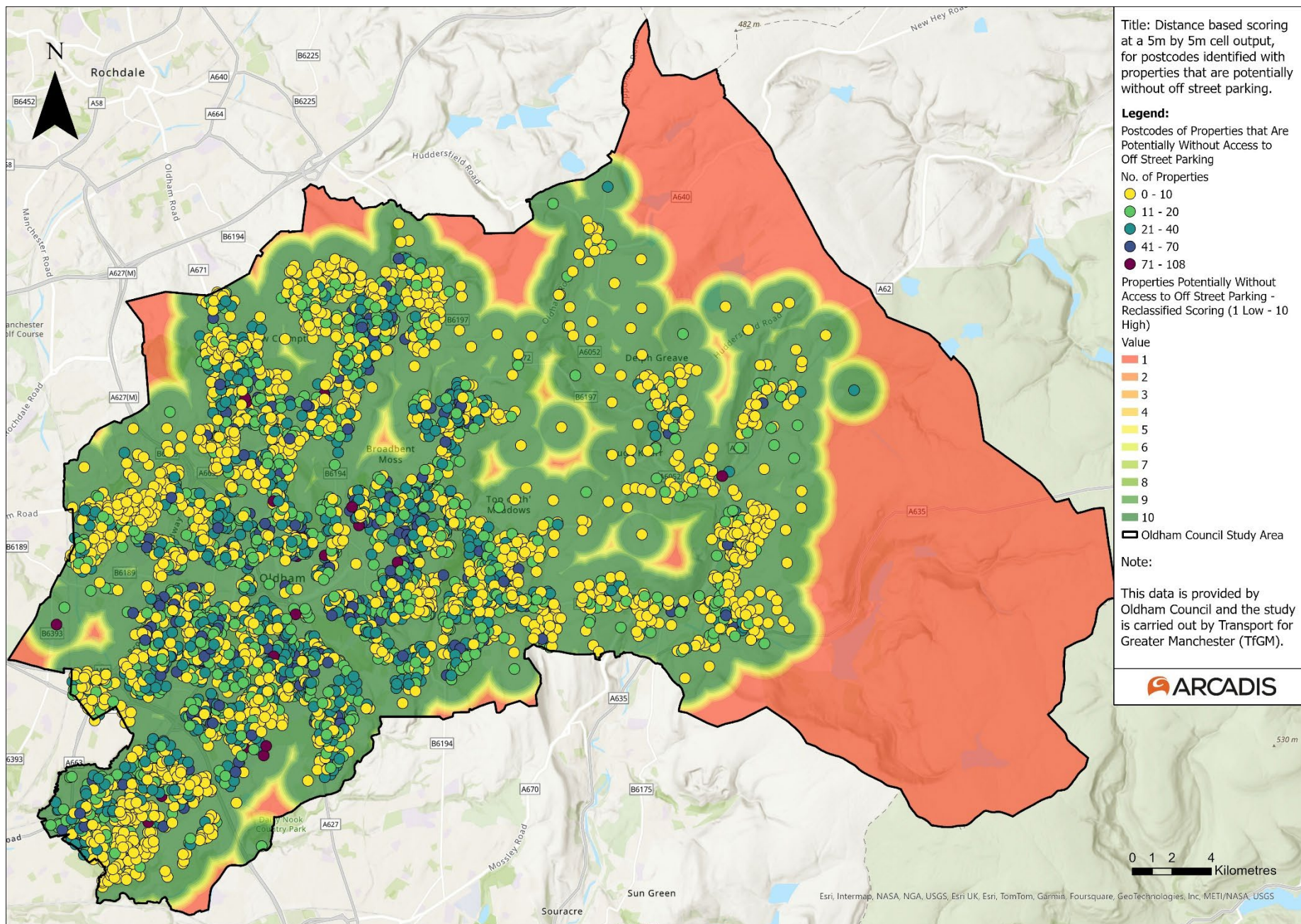


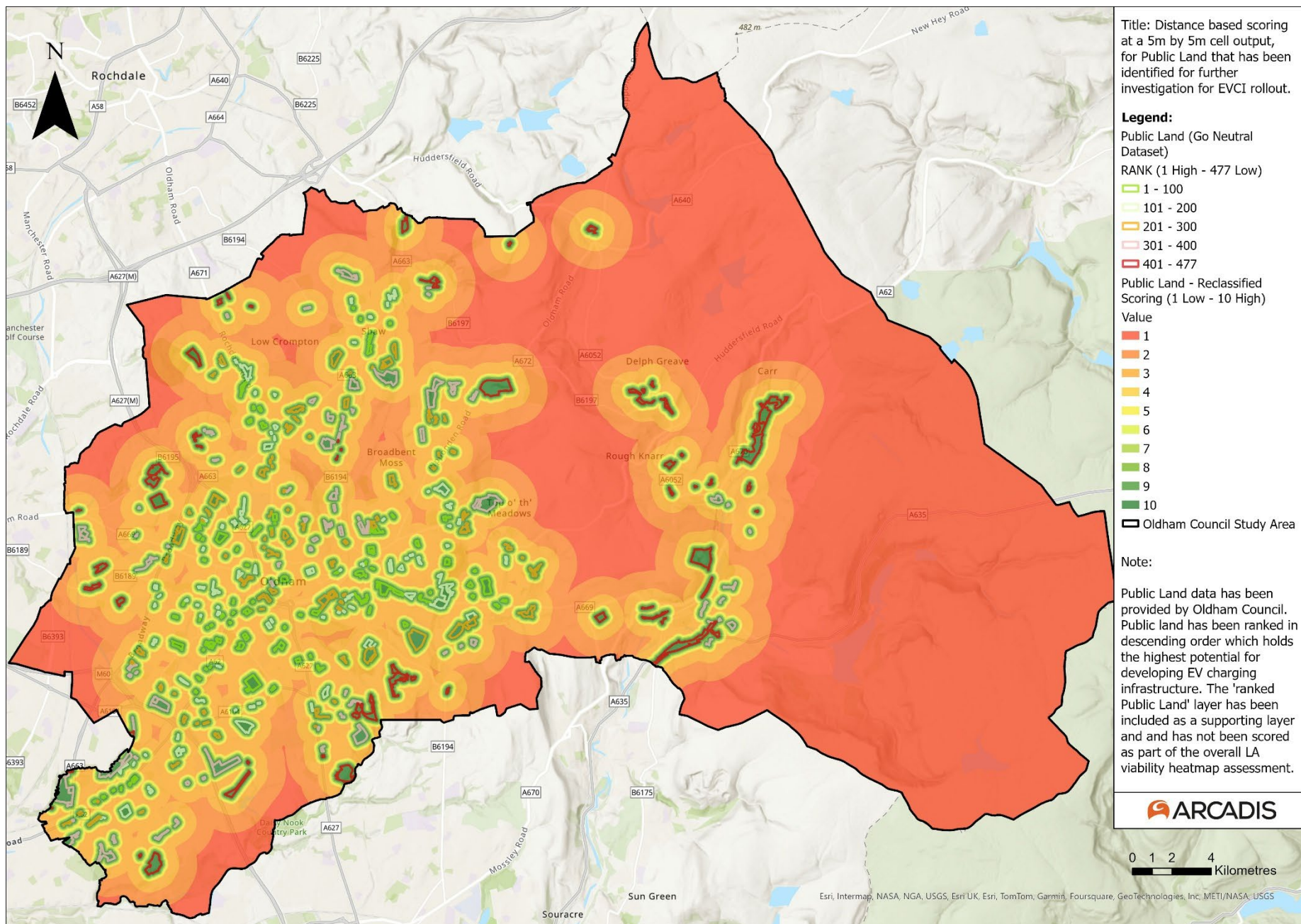












Appendix D

Action Plan

Action	Implementation	Key Stakeholders Required
2025		
EV Resource Library	<p>Oldham will explore the benefits of publishing a single source of truth on the councils existing platforms to show useful information for residents/businesses wishing to transition to EVs.</p> <p>This could include links to websites to answer commonly asked questions on EVCI to the council. It could also be expanded to include cost-calculator tools, maps of EVCPs, EVCI news stories, EV knowledge share articles and links to relevant local businesses to EVCI operations.</p>	<p>Oldham Council</p> <p>Transport for Greater Manchester</p> <p>Local EVCP Operators</p> <p>Local Businesses</p> <p>Local Schools with EV training courses</p>
Site Feasibility Studies	<p>Public site feasibility studies will be undertaken on sites identified as a high priority in the commercial viability assessment.</p> <p>The feasibility sites will consider physical constraints, planning permission and if required, formal DNO applications. Detailed power and cost assessments will be crucial to reveal the potential of sites identified in the commercial viability assessment.</p>	<p>Oldham Council</p> <p>Local EVCP Operators</p> <p>DNOs</p>
EVCI Forum	<p>Oldham will create an EVCI forum to facilitate collaborations between the surrounding local authorities, ChargePoint operators, private landowners, local businesses and other key stakeholders to help strengthen Oldham's public EVCI network.</p> <p>Oldham will explore the opportunity to incorporate the forum within the Green New Deal Delivery Group, considering whether they will be two separate entities, or the EVCI Forum will be an expansion of the Green New Deal Delivery Group.</p> <p>Oldham will investigate opportunities to engage directly with key stakeholders to understand key barriers to adopting EVs and EVCI installations. Examples of engagement methods possible, include:</p>	<p>Oldham Council</p> <p>Green New Deal Delivery Group</p> <p>EVCP operators</p> <p>Fleet operators</p> <p>Local Businesses</p> <p>Private Landowners</p>

	<ul style="list-style-type: none"> • Online consultations and surveys to capture key stakeholders' input. • Public workshops and presentations covering ambitions of Oldham, knowledge shares, panel discussions and Q&As. 	Local Residents
2026		
Continued Site Feasibility Studies	<p>Public site feasibility studies will be undertaken on sites identified as a medium priority in the commercial viability assessment or raised as sites of interest during the EVCI Forum.</p> <p>By continuing the site feasibility studies, Oldham will develop a comprehensive understanding of potential sites for EVCI installation and have greater confidence in discussing potential opportunities with EVCP operators.</p>	Oldham Council DNOs
Appoint EVCP operators and delivery of EVCI	<p>Oldham will appoint EVCP operators to deliver the EVCI through a robust procurement process that ensures that any installed public EVCPs are:</p> <ul style="list-style-type: none"> • Built to last without requiring constant maintenance. • Safe, accessible and easy-to-use. • Managed and operated to a high standard. • Able to collect and share usage data. <p>Oldham will set out requirements for chargepoints that have accumulated from the findings of the feasibility studies and EVCI forum feedback.</p>	Oldham Council EVCP Operators
2027		
Review progress against targets	<p>Oldham Council will evaluate the success in meeting targets in 2025 and 2026. A gap analysis will be undertaken, detailing the best practice and lessons learnt experienced against achieving each target. The findings will support the development of targets from 2027 onwards, such as increasing capacity to meet future demand or reducing walking times to the EVCI network.</p>	Oldham Council

Continued delivery of EVCI	Oldham will continue to have open and honest conversations with EVCP operators to ensure continued delivery of EVCI. The best practice and lessons learnt presented in the review, will be utilised to ensure the approach to EVCI delivery is the most efficient procedure in providing accessible, appropriate and available EVCI.	Oldham Council EVCP Operators
Secure additional funding	Oldham will review the success of utilising different funding streams, including but not limited to CRSTS and LEVI funding. The council will reflect on future actions from 2027 onwards and will decide on additional funding sources required to meet these future actions.	Oldham Council

Appendix E

Monitoring and Evaluation

Strategy Ambition	Target	Indicator	How?	Datasets Required	Owner of Data Set	Who will do the Measurement?	Year 1 success criteria	Year 3 success criteria
Accessible	Improved EV knowledge from local residents	Number of people that used the resources available in the EV library on the council's website	Tracking, surveys and recording of how many residents have clicked into the council website	Data on council website's activity	Oldham Council	Oldham Council	150 user clicks on the website	300 user clicks on the website
Available	Increased public EVCPs in Oldham	Total count of public EVCPs	Monitor the number of public EVCPs installed in Oldham before and after the initiative	Zapmap's Data	Oldham Council	Oldham Council and EV installation companies	N/A	20% increase in public EVCPs
Accessible	Enhanced user experience with the public EVCI network leading to improved customer	Public satisfaction and charger use levels	Conducting Customer Satisfaction Surveys either in-person or virtually, before and	Local Resident Feedback	Oldham Council	Oldham Council	30% increase in satisfaction	40% increase in satisfaction

	satisfaction and loyalty.		after the initiative					
Appropriate	Successful rollout of EVCPs that are robust, safe and easy-to-use for the public	Record the number of maintenance requests or repairs needed over a specific period, and incident reports or safety-related complaints received from users	Work with experienced EVCP manufacturers and suppliers who monitor their EVCI products	Maintenance and repair requests Incident reports	Oldham Council	Oldham Council EVCP operators	Less than 15 repairs requests in the first year of rollout Less than 5 incident reports in the first year of rollout	Less than 15 repairs requests in the third year of rollout Less than 5 incident reports in the third year of rollout
Appropriate	Significant reduction in carbon emissions resulting from a shift towards electric vehicles supported by robust charging infrastructure.	Quantify the reduction in carbon emissions in Oldham attributed to the increased adoption of electric vehicles	Use of Emissions Monitoring Tools and software to track the carbon footprint of transportation in Oldham	EV Registrations database published by the Government Carbon footprint calculations	Oldham Council	Environmental and transportation authorities	N/A	10% decrease in carbon emissions
Accessible	Increased usage of the public EVCI network in Oldham	Total charging use of public EVCI	Record the number of charging sessions conducted on the Public EVCI network	Utilisation Data	Oldham Council	Oldham Council and EV energy companies	N/A	30% increase in charging use of public EVCI
Available	Successfully securing the	Final total amount of additional funding	Conduct thorough	Funding source database	Oldham Council	Oldham Council	N/A	At least 60% of the funding for

required amount of additional funding	secured compared to the desired amount set for the EVCI rollout	research and analysis to identify potential funding sources that align with the goals and objectives of the EVCI rollout	(government grants, foundations)	EVCI was secured via grants
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