

Electric Vehicle Infrastructure Strategy



2025-2030

- 1. Introduction**
- 2. Vision and Objectives**
- 3. Policy and Context**
- 4. The Case for Change**
- 5. Infrastructure Types and Deployment Models**
- 6. Priority Areas for Delivery**
- 7. Tameside Metropolitan Borough Council's Role**
- 8. Monitoring and Review**

1. Introduction

Tameside Council declared a climate emergency in February 2020 and has subsequently committed to becoming carbon neutral by 2038. This ambition reflects the wider environmental, public health, and economic imperatives facing local authorities in the UK. Transport is one of the largest contributors to carbon emissions in Tameside, accounting for approximately 33% of borough-wide CO₂ emissions, and represents a sector in which impactful, near-term interventions can be made.

Electrification of vehicles presents one of the most practical and immediate solutions to reducing transport-related emissions. The energy efficiency of battery electric vehicles (BEVs), combined with the decarbonisation of the electricity grid, offers a tangible opportunity to reduce tailpipe emissions and improve local air quality.

However, barriers to widespread adoption remain. Chief among these is the lack of accessible, reliable, and strategically located EV charging infrastructure - particularly for residents who do not have off-street parking. The purpose of this strategy is to lay out a clear, evidence-based roadmap for the development and deployment of a comprehensive charging network across the borough. It aims to enable a modal shift away from petrol and diesel vehicles, support residents and businesses in making the transition to EVs, and position Tameside as a leader in low-carbon mobility.

Noteworthy national and regional strategies include the UK Government's *Taking Charge: The Electric Vehicle Infrastructure Strategy* and the Greater Manchester Combined Authority's (GMCA) *Electric Vehicle Charging Infrastructure (EVCI) Strategy*. Taking Charge is aimed to accelerate the deployment of EV infrastructure across the country utilising schemes such as the Local Electric Vehicle Infrastructure (LEVI) Fund, whilst GMCA's strategy provides region-specific ambitions up to 2040. Tameside's Electric Vehicle Infrastructure Strategy supports the broader transport and planning policies of Tameside and Greater Manchester, including ambitions to reduce car dependency, encourage a modal shift, and integrate sustainable travel options into place-based planning.

2. Vision and Objectives

The Vision: *To establish a comprehensive, accessible, and reliable EV charging network across Tameside that supports the transition to electric vehicles for all residents, businesses, and visitors, contributing to Greater Manchester's carbon neutrality by 2038.*

Key Objectives:

- Plan for a minimum of 600 strategically located public EV charge points across Tameside by 2030
- Provide sufficient charging capacity to alleviate range anxiety and encourage the adoption of electric vehicles as a viable alternative to petrol and diesel vehicles.
- Provide the optimal charger type and speed, in the most suitable locations, enabling our residents and businesses to become net zero by 2038
- **Improve air quality:**

- Actively contribute to the reduction of transport-related emissions, a major source of air pollution in Tameside.
- Promote the use of EVs for both private and commercial transportation to create a healthier environment for residents.
- **Provide inclusive access:**
 - Ensure that EV charging infrastructure is accessible to all members of the community, regardless of their housing situation or socio-economic background.
 - Prioritise the deployment of charging solutions in residential areas with limited or no off-street parking, addressing a key barrier to EV adoption for many residents.
 - Consider the needs of all, such as elderly and disabled users, when installing and maintaining charge points, ensuring they are easily accessible and where feasible comply to PAS1899 or an equivalent standard.
- **Support economic growth:**
 - Encourage businesses in Tameside to transition to electric vehicles for their fleets, reducing operating costs and environmental impact.
 - Support the development of new businesses and job opportunities in the EV charging and related sectors.
 - Work closely with the private sector, such as charge point operators and social housing providers, to attract additional funding opportunities that will enhance public charging options.
 - Enhance Tameside's reputation as a forward-thinking and sustainable region, attracting investment and talent.

3. Policy and Local Context

Tameside's decarbonisation journey is shaped by several intersecting policy agendas at national, regional, and local levels. Understanding these contexts is crucial to ensuring the EV infrastructure strategy complements wider objectives around transport, climate and energy, and social equity.

National Policy Context

At the national level, the UK Government has committed to achieving net zero carbon emissions by 2050. They also introduced the ZEV mandate, which is the phase-out of new petrol and diesel car sales by 2035. Supporting this, the *Taking Charge Strategy* (2022) sets a target for 300,000 public chargepoints across the UK by 2030, backed by substantial funding such as the Local Electric Vehicle Infrastructure (LEVI) Fund. This national policy framework empowers local authorities like Tameside to invest in public charging networks at pace. As of April 2025, the UK has just surpassed 100,000 public chargepoints¹ showing that such a target is within reach.

Regional Policy Context

The Greater Manchester Combined Authority (GMCA) has set an even earlier target for carbon neutrality by 2038. The *Greater Manchester Transport Strategy 2040* and the *GM Electric Vehicle*

¹ [Power to the people: UK hits 100,000 public EV chargers | Octopus Energy](#)

Charging Infrastructure (EVCI) Strategy (2023) guide the expansion of sustainable mobility across the region.

Key regional policies include:

- The “Right Mix” vision: 50% of all trips by active travel or public transport by 2040, up from 39% today.
- A prioritisation framework for EV infrastructure rollout: focusing on locations with limited off-street parking, poor air quality, and high transport need.
- An emphasis on coordinating public and private investment to deliver a financially sustainable EV network.

Local Policy Context

The borough formally declared a climate emergency in February 2020 and adopted a Climate and Environment Strategy that sets carbon neutrality targets and supports green investment.

Key local challenges:

- Approximately 56% of homes in Tameside lack off-street parking, limiting access to domestic EV charging.
- Areas such as Ashton, Hyde, and Denton suffer from poor air quality and would greatly benefit from emissions reduction.
- Local businesses are increasingly looking to electrify fleets but lack sufficient depot or en-route charging options.

4. The Case for Change

Local Transport and Carbon Emissions

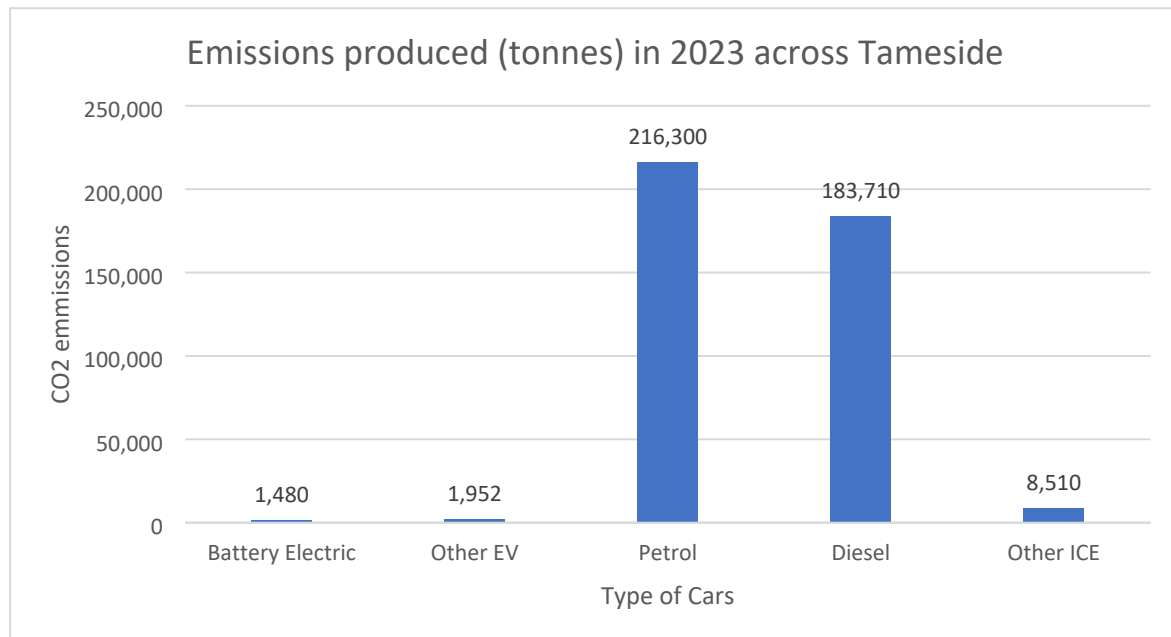
Transport represents a third of all of Tameside’s CO₂ emissions. Of this, 82.3kt of CO₂ (31%) is from petrol and diesel vehicles on A roads, 85.0kt CO₂ is from petrol and diesel vehicles on minor roads (30%) and 100.1kt CO₂ (35%) is from petrol and diesel vehicles on motorways^{2,3}

The graph below demonstrates the emissions produced from each type of car in Tameside in 2023. Noticeably, the CO₂ emissions produced from EVs are far less than petrol and diesel vehicles.

² Climate Change & Environment Strategy 2021-2026 Tameside Metropolitan Borough Council

³ Transport for Greater Manchester data set, created by Ordnance Survey (OS) working with Transport for the North, 2025

Figure 1: CO2 Emissions produced across Tameside in 2023 through car transport (Data is from CENEX)



Growth in Vehicles

As of April 2025, 120,191 new fully electric cars have been sold, which is 20.7% market share of all new cars registered this year and 35,877 more fully electric cars than were sold at the same point last year⁴ (a 42% increase). There are now over 1.4 million battery electric vehicles (BEVS) on UK roads with forecasts suggesting this number could rise up to 10 million by 2030.

In accordance with the national trend, Tameside is also anticipating a vast increase in the number of electric vehicles on our roads. Fully electric and plug-in hybrid vehicles (PHVs) in Tameside are expected to grow from around 4,000 today to over 82,000 vehicles by 2038 – over 76% of the total fleet⁵.

Future Charging Requirements

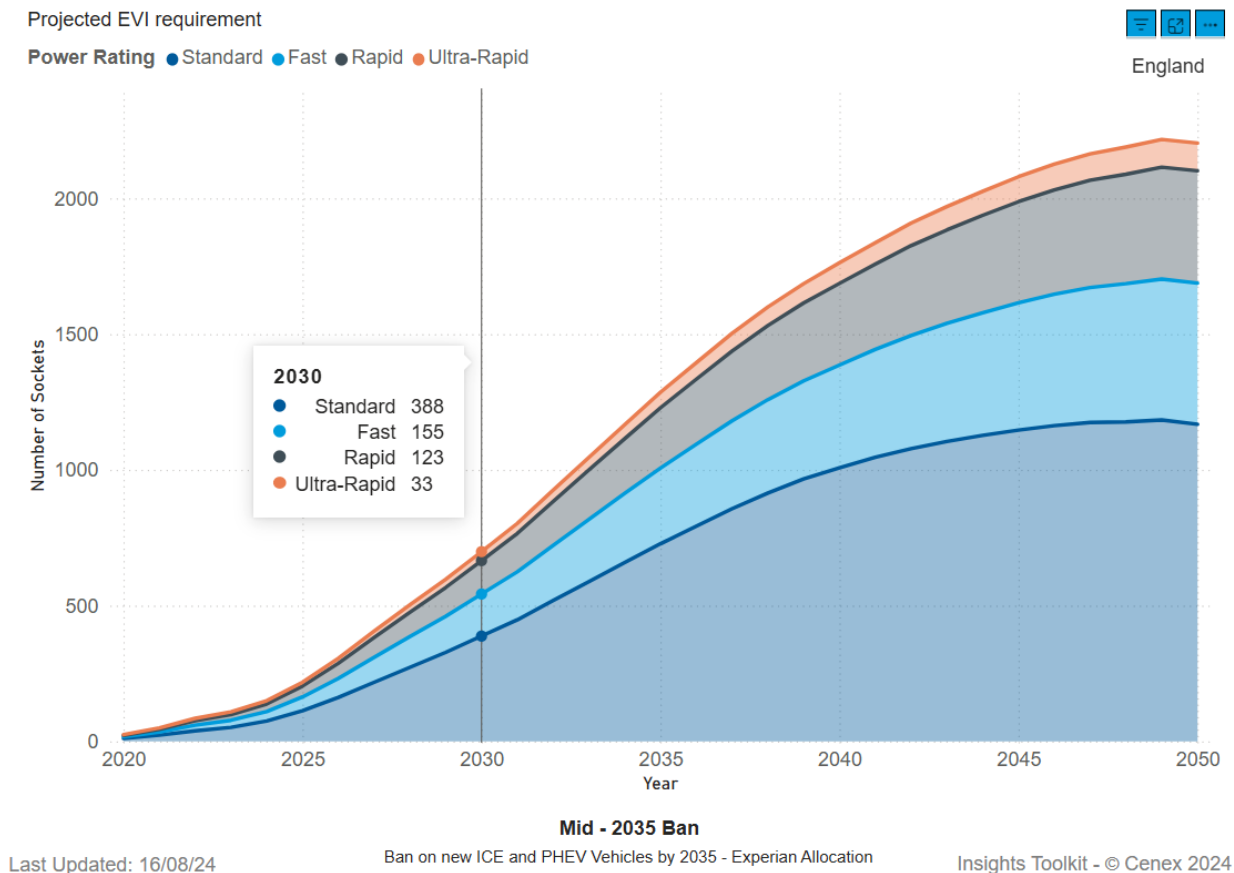
Despite national growth, Tameside currently hosts just 53 public chargepoints⁶. Future projections from the Low Carbon and Fuels Cell Centre of Excellence (CENEX) estimate that 699 chargers will be required by 2030 in order to meet the charging demand. Figure 2 below shows the forecasted number of public chargers required up until 2050 across Tameside. This projection will help with developing a strategy that accommodates the anticipated growth in electric vehicle adoption.

⁴ [How many EVs are there in the UK - EV market statistics 2024 - Zapmap](#)

⁵ [Tameside Local Area Energy Plan - GM Green City](#)

⁶ [Current Status Report - National EV Insight & Support | Delivered by Cenex](#)

Figure 2: Projected EVI requirement for Tameside



Importance of the Public Network

Zapmap's 2023 user survey revealed that 89% of EV drivers still use the public charging network, even if they have home charging. Range anxiety and chargepoint availability continue to be key deterrents to new EV adoption. For Tameside residents without off-street parking, confidence in accessible, affordable public charging is a prerequisite to making the switch.

5. Infrastructure Types and Deployment Models

Chargepoints vary by type and location, with installations found on-street and off-street. The four primary types are: ultra-rapid, rapid, fast, and standard (or slow) chargers. Freestanding units are the most common form of public chargepoint.

The private sector has largely prioritised rapid and ultra-rapid chargers due to their high turnover and stronger return on investment. These high-powered units support frequent, quick charging but typically come with higher tariffs (usually £0.60/kWh or more). This focus has led to a public charging network that can be significantly more expensive than home charging, due to the cost of infrastructure, equipment, and civil works.

As the market matures, a broader range of public charging solutions is emerging to meet diverse needs. These include long-stay chargers in residential areas, workplaces, and fleet depots, as well as short-stay chargers at retail and commercial sites. However, commercial interest in on-street

residential charging remains limited—particularly in urban areas without off-street parking, often home to lower-income populations. Low EV uptake and high Distribution Network Operator (DNO) costs reduce the financial viability for operators in these locations.

Tameside aims to provide a balanced mix of all charger types across the borough, with an emphasis on expanding the number of fast chargers. These units are more scalable than rapid chargers and can serve more residents. Public sector investment will play a key role in enabling this mix, with several chargepoint operators offering fully funded installations for AC chargers (fast or standard) in appropriate locations.

Table 1: EV ChargePoint Categories and Typical Charging Times

Charge point Power	Time to Charge	Users per day	Coverage Areas	Power (kW)	% Charging
Standard	1 to 12 hours	2 to 3	Residential areas, workplaces.	3 to 7 kW	0 to 100%
Fast	1 to 5 hours	3 to 4	On-street locations, businesses.	7 to 22 kW	0 to 80%
Rapid	15 minutes to 2 hours	4 to 5	High-traffic areas, long-distance travel.	50 kW to 150 kW	0 to 80%
Ultra-rapid	10 minutes to 1 hour	5 to 6	Major highways, long-distance travel.	150 to 350 kW	0 to 80%

Cross Pavement Solutions

Tameside Council is the local highway authority responsible for maintaining and ensuring the safe use of public highways. One of the main concerns with using domestic electricity supplies to charge vehicles on public highways is the risk posed by trailing cables. Under Section 178 of the Highways Act, placing cables or similar apparatus across a highway without the consent of the highway authority is prohibited. For safety reasons and legal liability, we do not permit trailing cables across public footpaths or verges, as they create trip hazards and may disproportionately impact individuals with protected characteristics, potentially breaching the Equalities Act 2010.

Recognising the need for innovative solutions, we are aware that cross pavement channels or gullies are emerging to address these challenges. Some local authorities, such as Manchester city council, are currently piloting these systems to identify ways to overcome significant legislative and practical barriers. Tameside Council will actively monitor and review such pilot schemes with the aim to learn from the experiences of other councils in order to establish best practice moving forward.

Deployment Models

Own & Operate

This arrangement sees the local authority own and operate the installed charging infrastructure, covering all capital and operational costs. As a result, all ownership, responsibility, risk and revenue is with the local authority (such risks include vandalism and the theft of charging cables which has been increasing in recent years). This avenue is constrained by available funding and management capacity; In effect, the council would become its own Chargepoint Operator (CPO) across the region and the public entity responsible for the networks upkeep. Whilst this model offers the potential for the highest profitability, it demands substantial legal, operational and software expertise.

Concession Agreements and Match Funding

The preferred approach for the LEVI programme as recommended by the Office for Zero Emission Vehicles, is to expand electric vehicle charging infrastructure through a concession-based agreement with CPOs. This model provides a sustainable and cost-effective way to deploy and manage charging points across the borough.

Under a concession agreement, the council grants a CPO the right to install, operate, and maintain electric vehicle chargepoints at designated sites. The CPO is responsible for all capital and operational costs, including maintenance, electricity supply, and performance standards. In return, the council retains oversight of key aspects such as pricing frameworks, accessibility, and data sharing. Revenue-sharing arrangements or lease payments are also agreed upon as part of the contract.

To maximise available funding, the council may adopt a match-funding model within the concession framework. This involves a shared investment—typically on a 50:50 basis—between the council and the CPO. Such collaboration allows limited public funds to support a wider rollout of infrastructure, while the CPO assumes responsibility for long-term operation and maintenance at no further cost to the council. This blended model ensures that public investment is leveraged efficiently while maintaining high service standards and minimising financial risk.

Such an approach enables Tameside to scale up its EV charging network effectively while fostering innovation through partnerships with commercial operators.

Land Lease Model

Under this arrangement, the council leases land or parking spaces to a CPO for a fixed term. The operator is fully responsible for installing, operating, and maintaining the chargepoints, and takes on the associated risks. In this model, the CPO decides the type of chargers installed, sets charging tariffs, and retains most or all of the revenue generated.

The council benefits through a consistent income from lease payments with minimal upfront investment or financial exposure. However, this approach may offer less control over service delivery and limits potential for additional revenue. It may also be less attractive to operators in lower-demand areas and can restrict future use of the site for the duration of the lease. Conducting feasibility studies is recommended to identify the most appropriate sites for deployment under this model.

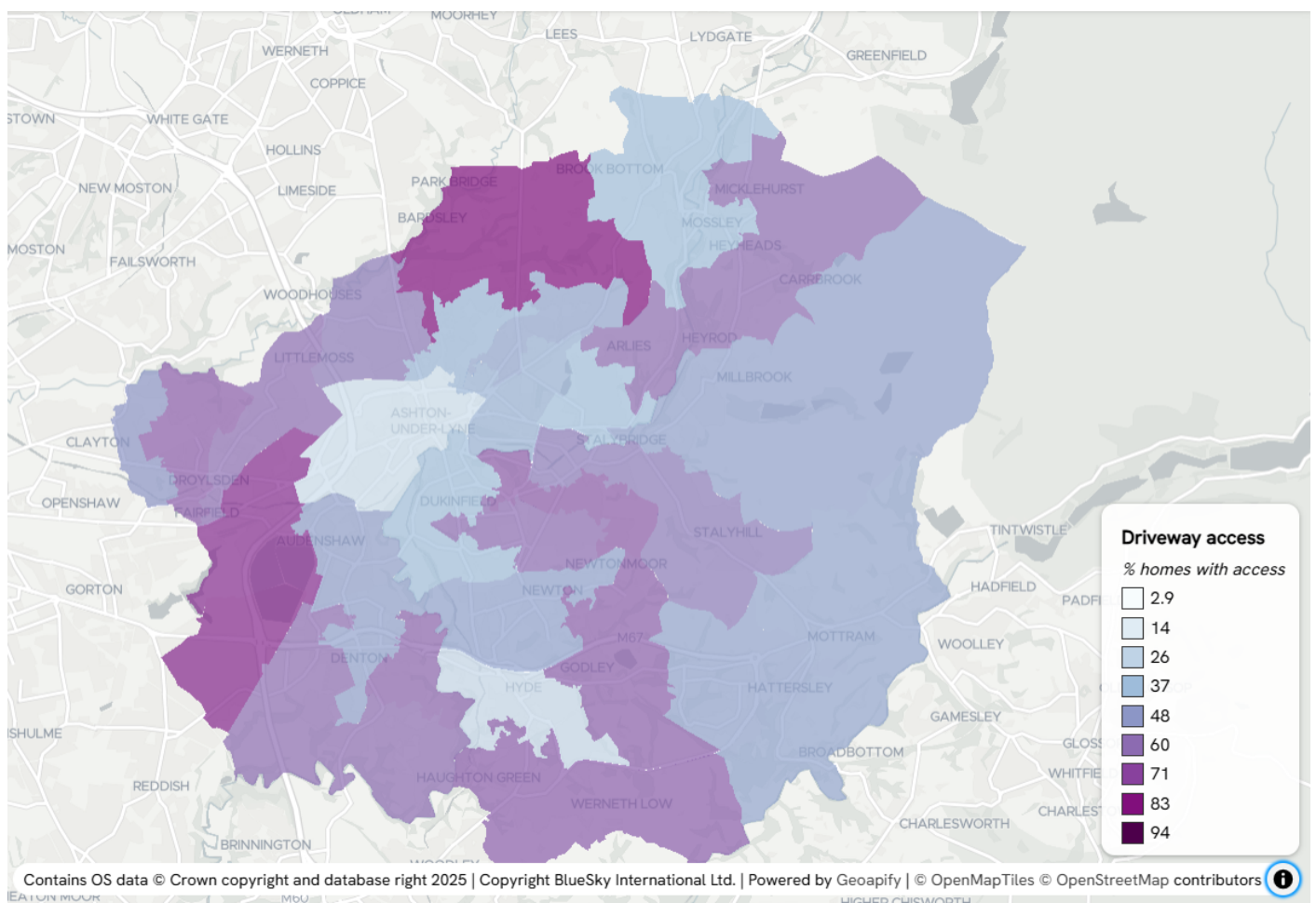
6. Priority Areas for Delivery

On-street charging and improvements for residents

The borough has a high concentration of housing without driveways or garages, particularly in older urban areas. Without targeted infrastructure investments in these areas, EV adoption will remain a privilege of those with private parking, exacerbating inequality. Tameside's Electric Vehicle Infrastructure Strategy (TEVIS) is therefore centred on inclusion, ensuring all communities benefit from low-emission transport.

Figure 3 below shows that parts of Ashton under-Lyne and Hyde have the lowest percentage of homes with access to a driveway at their home. Therefore, residents who live in these neighbourhoods are far less likely to be able to charge using a home charger; Public intervention is required to enable charging access for all and encourage the switch to EVs.

Figure 3: A map showing the location and percentage of households with access to driveways (off-street parking). Data is from Transport for the North



The need for on-street chargers in close proximity of terraced houses and flats without off-street parking is further illustrated in figures 4 and 5. In these examples we focus on Ashton under-Lyne and Hyde: Two regions that contain a high proportion of residents who rely on on-street parking. The potential charging locations are represented by blue dots on the map. Actual installations of chargepoints will depend on a variety of factors which are not limited to, but include:

- On-site surveys to assess pavement width, carriageway width and optimal chargepoint location
- Selecting preferred locations / streets which can serve the greatest number of residents
- Available capacity from the district network operator (DNO)
- Market interest and final decision making with the chargepoint operator

Figure 4: Potential On-street charging locations in Ashton under-Lyne

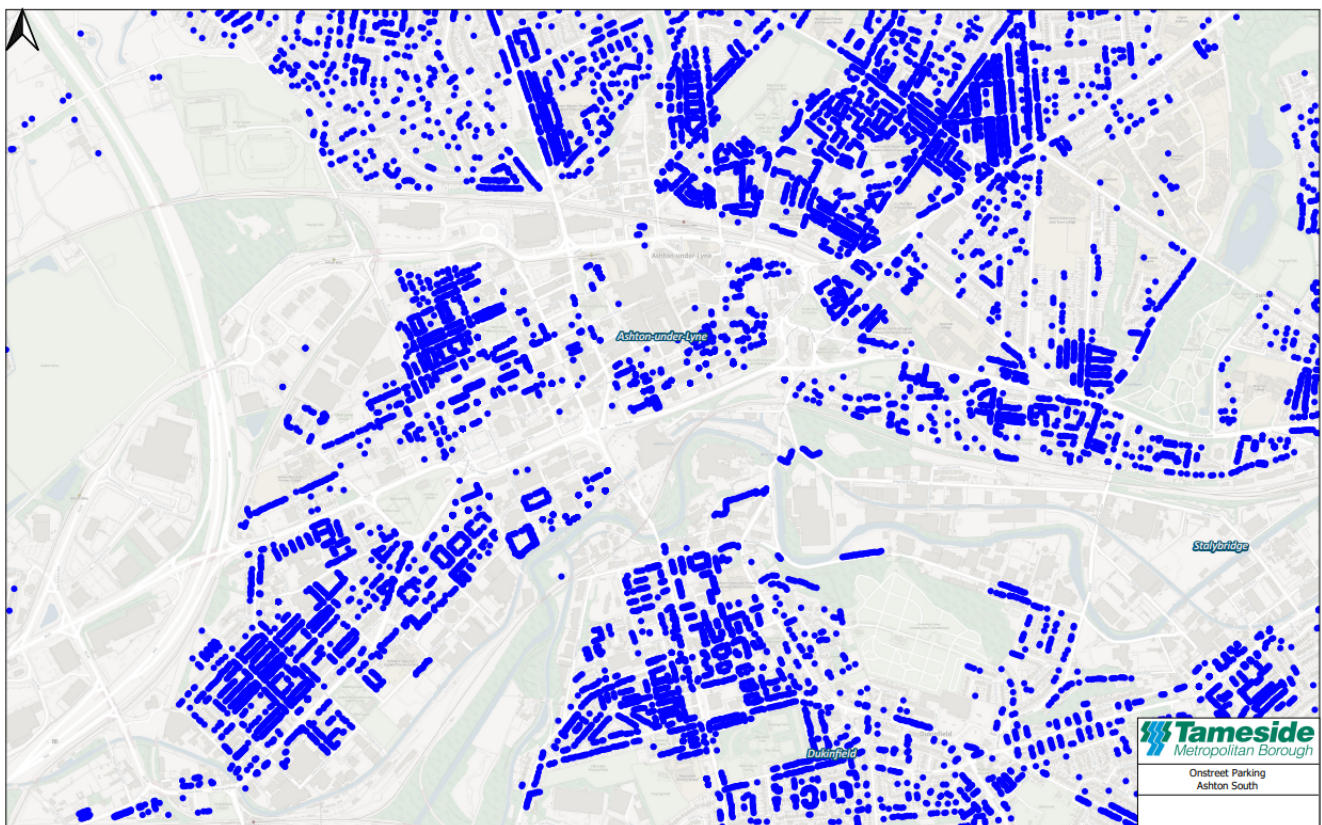
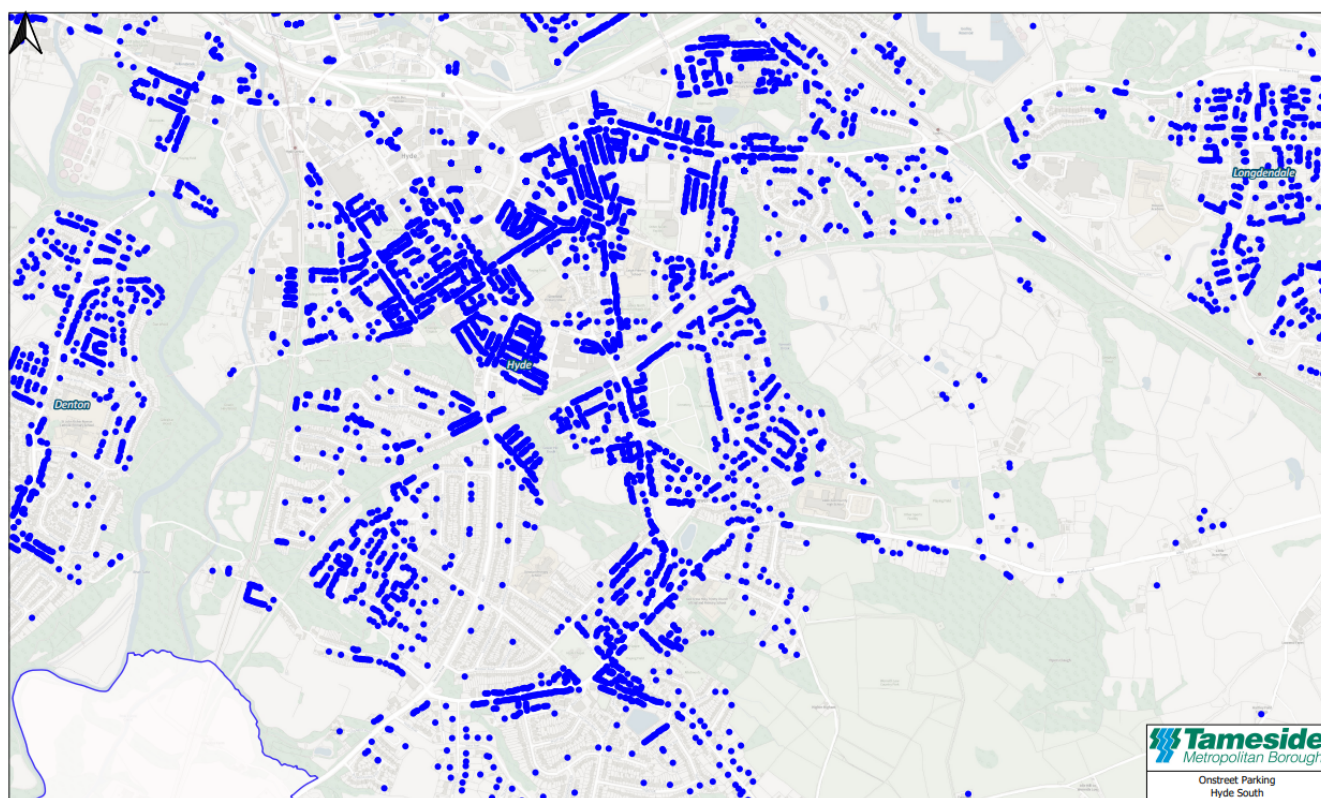


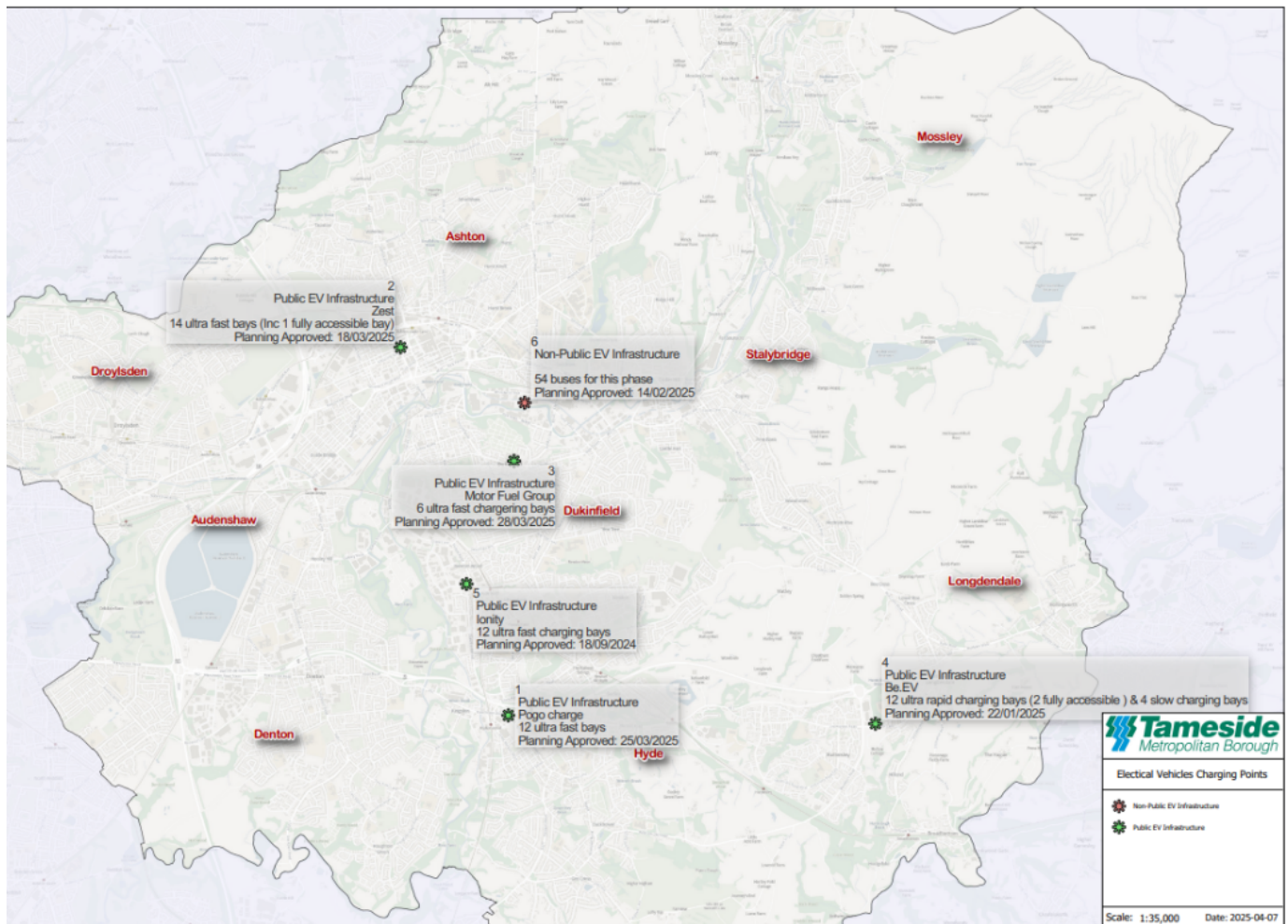
Figure 5: Potential On-street charging locations in Hyde



Planning Considerations

As part of identifying suitable locations for EV charging infrastructure, Tameside Council actively monitors approved planning applications involving EV chargers. By analysing these approvals alongside data from households with and without off-street parking, the council can effectively determine which areas are most in need of publicly accessible EV charging facilities. This proactive tracking enables targeted investment and prioritisation, ensuring EV infrastructure is strategically deployed where it will deliver maximum benefit and complement ongoing private-sector installations. Figure 6 below demonstrates where a number of planning applications have received approval for high powered EV charging since September 2024.

Figure 6: Sites with Approved Planning for EV Infrastructure since 09/2024



Building Control Regulations (Document S)

Approved Document S mandates that new residential buildings must incorporate accessible EV charge points for each dwelling, with preparation of cable routes for future expansion if immediate installation exceeds budget thresholds. For non-residential buildings and mixed-use developments, provisions include the installation of EV charge points and cable routes to support at least 20% of available parking spaces.

Practical considerations for installing EV infrastructure include ensuring charge points offer adequate power, compatibility across vehicle types, and the use of dedicated electrical circuits. Priority should be given to external parking spaces when installing initial charge points, with additional cable routes prepared in covered parking areas.

An illustrative example from the guidance is as follows: For a new residential building with 14 associated parking spaces, all parking spaces must initially have EV charge points installed or, if cost-prohibitive, cable routes must be prepared for future installations, prioritising those external to covered parking areas.

These regulatory requirements support the strategic development of EV infrastructure, aligning local planning practices with Tameside's ambition to increase the number of chargers across the region and improve EV uptake.

7. Tameside Metropolitan Borough Council (TMBC) Role

TMBC is dedicated to fostering the adoption of electric vehicles through the provision of comprehensive public charging infrastructure and by demonstrating leadership through proactive community engagement and policy initiatives.

TMBC will encourage the accelerated uptake of electric vehicles by:

- Publishing clear, accessible guidance on EV infrastructure and usage via the council website.
- Issuing timely press releases to highlight available grants, funding opportunities, and technological advancements in the EV sector.
- Actively promoting resources provided by Transport for Greater Manchester (TfGM) to enhance public awareness and knowledge.
- Collaborating with local community groups and business networks to disseminate vital EV-related information broadly.
- Facilitating regular internal staff communications to foster awareness and advocacy among council employees. This includes promoting the council's salary sacrifice scheme for leasing electric vehicles, supported by educational webinar events and interactive question-and-answer sessions to inform and assist potential EV users.

Promoting Accessibility

By 2035, projections indicate that there will be approximately 2.7 million disabled drivers in the UK, with up to half (1.4 million) relying on public charge points, according to the Energy Savings Trust⁷. In light of this, Tameside is committed to installing accessible EV charge points, a fundamental part of our public charging infrastructure strategy, ensuring that every resident has the opportunity to engage with electric vehicle technology inclusively.

Leading by Example

The Council will use its role as the operator of significant vehicle fleets to support the transition to electrified fleets, including by the provision of EV charging in its depots and staff parking (both public car parks and specific car parks).

The Council will:

- Continue its work on Highways and Waste fleets, moving towards electrification or other zero or low carbon fuels, as appropriate.

⁷ Energy Saving Trust [EV design and disability inclusion report - Energy Saving Trust](#)

- Develop a new Council Fleet Replacement Strategy with a focus on sustainability. A consolidated approach is deemed necessary to ensure efficiency and alignment with Tameside's objectives, including its net zero 2038 target. The selected approach should aim to maximise value for money, support the Council's sustainability goals, and provide flexibility to adapt to technological advancements.
- Provide increased EV charging in its depots and staff parking

8. Monitoring and Review

TMBC will systematically monitor and evaluate progress concerning the provision and utilisation of EV charging infrastructure. Continuous review processes will identify necessary adjustments, ensuring the effectiveness and efficiency of EV infrastructure arrangements align with evolving local needs and broader sustainability objectives.

Key Actions

TMBC will:

- Establish and maintain a robust data collection framework to accurately monitor EV adoption rates, charging point utilisation, and emerging usage trends.
- Continually monitor mergers and acquisitions of the main suppliers in the marketplace
- Ensure adherence and compliance with the latest Public Chargepoint Regulations (2023) which ensures that all chargers rated >8 kW are able to accept contactless payments, chargers rated 50 kW and above are to be (on average) reliable for 99% of the calendar year and requires CPOs to provide a staffed, 24 hour, telephone helpline free of charge to customers.
- Actively engage with residents, businesses, and key stakeholders to gather insights, identify concerns, and collaboratively determine optimal locations for EV charging points, supported by platforms such as the council's "Residents Request Form – Suggest a Charger Location" site.
- Conduct regular strategic evaluations, considering evolving EV adoption patterns, technological advances in vehicles and charging solutions, and amendments to national and local government policies.

