

Manchester University NHS Foundation Trust

Introduction

Estates and Facilities Group Management Board (EFGMB) has previously signed off an EV charging strategy that considers the future provision of all staff and public charging across MFT sites. The strategy relies on the appointment of a sole EV charging supplier to MFT and is based on the recommendations from TPS Consultants Ltd in 2022. Charging facilities for MFT operated fleet vehicles are being dealt with separately.

To successfully deliver the strategy, charging hubs at each site will be required, with the total volume of charging bays at each site based upon local needs. In most cases, the supplier will draw a power supply from the local electricity grid, rather than using MFT capacity which is required for other purposes.

Following approval for the strategy, Be.EV have been chosen as the preferred supplier and legal agreements are currently being prepared that will grant a 20 year consent to be the sole supplier for EV charging on a commercial basis. The appointment process for Be.EV has been supported by MFT Procurement.

As per the approved MFT strategy, EV charging should be viewed on a site-wide basis to ensure a consistent approach to the engineering and infrastructure requirements, but also for the benefit of the charging users. Whilst EV charging facilities are part of the decarbonisation of travel, the Trust does not wish to become a destination for EV charging users, or to provide excessive facilities that will remain unused in this rapidly evolving sector.

Proposed Charging Network

As per the GEFMB paper in May 2022, the Be.EV solution allows:

- A single supplier across all sites, providing consistency for users (staff and public)
- Consistency with other public sector institutions in GM, including Manchester City Council
- Increased electrical capacity as the Be.EV proposal includes the provision of additional power supply from Electricity North West sources, rather than using MFT electrical capacity
- Zero capital and maintenance costs for MFT whilst expanding the volume of on-site charging
- A commercial offering that ensures that EV users are charged a fair market rate for the electricity they consume

Table 1 (below) shows the desktop assessment from Be.EV on the number of charging bays that could be delivered at each site. The volume of charging bays at each site is considered sufficient to meet current and future demand from patients, visitors and staff. There will be some changes in the overall total once site-specific studies are completed, but the principles from the original assessment are considered sufficient for MFT's requirements.

The proposal includes a combination of rapid chargers (most appropriate for public users) and fast charging (most appropriate for staff use). This is designed to allow:

- Staff to park for longer periods, eliminating the need to move from a charging bay during the working day
- A rapid turnover in public spaces, ensuring multiple users can access each bay throughout the day

The TPS report and the original proposal from Be.EV were published in the May 2022 GEFMB report.

Table 1 – Proposed Be.EV Charging Network

Location	Car Park	Public Charging (Bays)	Staff Charging (Bays)	Total EV Charging Bays
ORC	Grafton Street MSCP	16 x 50-150kWh rapid	40 x 7kWh fast	32 x rapid chargers 80 x fast chargers
	Hathersage Road MSCP	16 x 50-150kWh rapid	40 x 7kWh fast	
Wythenshawe	Acute Car Park	12 x 50-150kWh rapid	-	12 x rapid chargers 40 x fast chargers
	Jurassic Car Park	-	40 x 7kWh fast	
Withington	Northwest corner	16 x 50-150kWh rapid	-	16 x rapid chargers 12 x fast chargers
	Central section	-	12 x 7kWh fast	
NMGH	Car Park 1	10 x 50-150kWh rapid	-	10 x rapid chargers 36 x fast chargers
	MSCP*	-	36 x 7kWh fast	
Trafford General	Car Park A	4 x 50-150kWh rapid	-	30 x rapid chargers 20 x fast chargers
	Car Park B	10 x 50-150kWh rapid	-	
	Car Park C	16 x 50-150kWh rapid	20 x 7kWh fast	
TOTAL		100 x rapid charging bays	188 x fast charging bays	

**This is the initial quantity of EV charging as part of the multi-storey car park to be delivered in 2023*

Planning Requirements

Manchester City Council laid out their own strategy for electric vehicle networks in the *Manchester Electric Vehicle Charging Strategy (Dec 2022)*¹. Appendix A of that document indicates that non-residential developments should provide 20% provision, however it is noted that these are (a) recommended guidance and not compulsory standards, and (b) healthcare sites are not directly referenced in this guidance.

In order to ensure that future planning consent is not jeopardised at any site, the MFT-wide strategy should be presented to the Council planners and sustainable travel team. The strategy will be part of the site based travel plans, which will be updated in 2023/24, and are owned and maintained by the sustainability team.

For the current planning considerations at NMGH, the number of parking spaces has been dictated by the planning consent for the new multi-storey car park. The new external hub should be the EV charging hub for the whole of NMGH. Providing public charging facilities elsewhere on site will contradict the principles laid out in the approved strategy and will give undue prominence to EV charging. It will also pose wider infrastructure issues especially around parking enforcement and gaining sufficient power supplies.

The planning consent for Crumpsall Vale states:

“Prior to the car park hereby approved first becoming operational, full details of a scheme for electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and retained thereafter.”

It is considered that the Be.EV solution for NMGH should be presented to the Council for approval to fulfil this planning requirement, negating the need for EV charging to be provided on a piecemeal basis elsewhere on site.

Supporting Colleagues

The EV charging strategy, Healthy Travel Strategy, and site specific travel plans do not seem to be well understood within P&ED, and therefore the sustainability team are able to provide training to all colleagues to further their understanding and ensure adherence to EFGMB policies.

Summary and Next Steps

The Trust-wide approach to EV charging should be prepared for submission to MCC alongside the updated site based travel plans. This will ensure that MCC remain confident in the Trust's commitment to reducing carbon emissions from travel, and supporting local air quality improvements, but it will also ensure that proportionate and suitable facilities are provided at each MFT location.

P&ED should ensure staff members fully understand that these issues are owned by the Sustainability Team and future planning applications do not need new documentation for support, they can be updated in house through the sustainability team.

Further training and support is available to P&ED staff should it be required.