

ELECTRIC VEHICLE CHARGING STRATEGY**1.0 INTRODUCTION**

- 1.1 This report provides members with a further update on the development of a medium to long-term future strategy for electric vehicle charging infrastructure across Argyll and Bute following on from the December update.
- 1.2 Following the Council's budget meeting in February this year, fees for use of electric chargers have been introduced as below. These came into effect on 9th April 2021. The attached strategy document at Appendix One provides far more detail on the cost recovery methodology. In summary, the fees include a fixed rate plus a rolling cost; a rate is charged to use the charge point and customers are also charged per unit of electricity consumed - this model provides certainty for the Council over coverage of fixed and variable costs and transparency for users. The fees are:

	Net	VAT	Gross
kWh and Maintenance - charge based on 20p to cover Council's electricity costs and 1p to contribute to future maintenance costs	£0.21p	£0.04	£0.25
Minimum Charge - covers management costs e.g. admin, banking fees, merchant fees etc	£1.50	£0.30	£1.80

- 1.3 Now that the cost recovery model is in place income and feedback will be monitored over the course of the next year, and any implications/proposed variations will be reported to Members as required.
- 1.4 Attention now turns to the future development of the network, with a view to ultimately agreeing a consolidated long list of potential future sites based on an agreed set of criteria. The outline development methodology is appended to this report at Appendix Two. The intention is to agree this high-level methodology with a view to having more detailed discussions with Members about potential sites in their areas at a Member Development Day prior to reporting back to EDI on the consolidated long list then seeking public feedback via consultation on the methodology and long list of sites. Ultimately the

exercise should produce an approved list of sites for future installs which can be worked through as external funding arises. The expectation is that national government will provide significant levels of funding for this area of work in future years, therefore it is important that the Council has a development plan which is logical, detailed and has benefitted from public feedback/ buy in.

2.0 RECOMMENDATION

Members are asked to:

- 2.1 Consider the detail of EVC Strategy Part 1 Introduction and Cost Recovery Model at Appendix One of this report; and
- 2.2 Agree the outline development methodology at Appendix Two of this report;
- 2.3 Note that more detailed discussions with members regarding potential sites in their areas at a Member Development Day will be had prior to a further report being considered at Committee before a consultation exercise.

3.0 DETAIL

- 3.1 With the benefit of over £700,000 of funding provided by Transport Scotland on behalf of the Scottish Government, Argyll and Bute Council has to date installed a reasonable network of chargers across the area. These are located in towns including Campbeltown, Dunoon, Helensburgh, Lochgilphead, Oban, as well as on Islay, Mull and Coll,
- 3.2 As of April 2021 there were a total of 39800 sessions and total consumption of 428776.97 kWh, with the Council previously having absorbed those electricity costs prior to the new policy of cost recovery coming into effect.
- 3.3 The cost recovery model has been advertised for users via various methods:
 - On site signage with details of a specific [EV webpage](#) including FAQs
 - Members of Charge Place Scotland (CPS), within our postcode catchment areas, were notified via email directly from CPS
 - Press releases and social media
- 3.4 A strategy around future installation and management of EV chargers is required to ensure that they are complementary to other transport links and enhance the overall transport infrastructure as it relates to the public road network in Argyll and Bute.
- 3.5 To assist in developing a suitable methodology we have been working with HiTRANS who have attracted EU funding of £1.5 million to deliver the installation of a network of 24 rapid charging points on the west coast of the Highlands and Islands; EV chargers will be installed in Lochaber, Skye and Lochalsh, Argyll and Bute and the Western Isles.

- 3.6 HiTRANS will deliver the FASTER Project - Facilitating a Sustainable Transition to Electric Vehicles in the Regions. A project which is supported by the European Union's INTERREG VA Programme, managed by the Special EU Programmes Body (SEUPB). The project will, among other things, assist with analysis of the planning and procurement requirements needed to "kick start" a commercial charging service, which will be of future interest and value.
- 3.7 Working with Strathclyde University we assisted HiTRANS with mapping future locations based on their methodology: 1) a geo spatial analysis that looks at maximising charging network coverage i.e. minimising distance between existing and proposed chargers; and 2) demand driven analysis that looks at charging demand based upon a number of inputs, including: population density, tourist demand, and national/local EV uptake forecasts.
- 3.8 Through this process we have been able to identify, where appropriate, sites that are in Council ownership for further consideration and provide invaluable local knowledge, and gain valuable insight into the development of our own site selection methodology. The current status is that the project team are now giving consideration to the technical requirements and associated costs for suggested sites with a view to providing further feedback in due course. At this point it is unclear how this project will be taken forward and we require further clarity from HiTRANS on decision making and delivery. It would be preferable if sites were agreed and funding allocated that that funding be provided to the Council to deliver. Further details on this scheme will be the subject of future committee reports.
- 3.9 We are also working with Energy Saving Trust on their Switched on Towns and Cities feasibility study; in 2012 the Scottish Government set a target to deliver 20 electric towns and cities across Scotland by 2025. This target was renewed in 2019 and the Switched on Towns and Cities Challenge Fund was set up in order to support delivery of this target and is administered by Transport Scotland. Similarly to the HiTRANS scheme, this work has informed our own methodology.
- 3.10 As a result of the above work, and other research, and the application of existing asset hierarchies, we have developed our own methodology for future EV developments, and this is appended to the report at Appendix Two. The focus of the methodology is to address gaps initially, ensuring a suitable spread of provision in the first case, with a view to considering expansion of existing sites to create 'hubs' in the future.
- 3.11 The development methodology should be split into three distinct themes, considering transport patterns/usage behaviours, with a default charger type per theme:

Theme 1	Theme 2	Theme 3
charging on the move	destination charging	residential charging
rapid (50kw)	fast (22kw)	slow (7kw)
Charge 90mins - 2 hrs	Charge in 4 hours	Charge in 7+ hours

- 3.12 **Theme 1 – charging on the move:** to address any gaps in the existing network and provide for one rapid charger every 25 – 35 minutes driving time [as an aspiration, while acknowledging that this may not be appropriate for every setting]:
- Sites should be at/on/near existing settlements with local amenities, with a view that the network development should bring consequential economic development gains e.g. EV users utilise local shops, cafes etc. while their car charges.
 - Sites should be in public ownership/control
 - Consideration of grid capacity and associated cost barriers.
 - Sites should have the potential for future expansion.
 - Delivery prioritised in tranches according to the existing road and pier hierarchy
- 3.13 **Theme 2 – destination charging:** this theme should provide for charging infrastructure where users are likely to leave their cars for an extended period of time. Sites should be in Council ownership as part of existing off-street parking provision
- 3.14 **Theme 3 – residential charging.** This theme will need to be explored further to see if there are any residential areas with a lack of on-street parking which are within Council ownership. At present it is anticipated that the Council will have little if any involvement in providing residential charging infrastructure as the requirement for this is likely to be on RSL owned sites. Future planning policy should reflect the need for residential EV provision.
- 3.15 The previous update report provided a list of actions which required to be completed in order to progress with the initial stage of the strategy, with a particular focus on the cost recovery aspect, to allow implementation in this financial year. These actions have all been substantially progressed.
- 3.16 It is anticipated that progress will be made with the infrastructure development plan, should the methodology be agreed, such that a consolidated long list of potential sites can be reported back to a future EDI meeting with a view to then having a public consultation on that list, with the remainder of the strategy being developed as follows:

Intro, options appraisal and cost recovery	On track. Cost recovery in place on or about 1 st April. Draft strategy [part 1] to EDI June. Previous report EDI Dec. See budget savings template
Future asset development criteria	Data gathering complete, various methodologies assessed. Aspects included such as geospatial recommendations. Other aspects such as SIMD factors rejected.

	<p>Working with SoTC, Strath Uni, HiTRANS etc</p> <p>Aim to create consolidated long list for member engagement and public consultation prior to formal approval of site list Dec EDI</p> <p>Long lists required for:</p> <ol style="list-style-type: none"> 1. Public network 2. Council hub offices 3. Depots 4. Schools estate [NPDO priority] <p>Internal long lists linked to vehicle replacement programme</p>
Future funding – mapping, application, management	Matching sites to funding streams etc
Management and maintenance of the network	External contract or internal? Options appraisal considering costs and capacity.
Installation plans and project management	<p>Procurement methodology [single supplier?]</p> <p>Electricity tariff applications, supplier monitoring etc.</p>

3.17 We will require to review the income levels achieved from our charging model to ensure that the Council’s current and potential future costs can be covered. We will receive returns from CPS quarterly and will track income against expenditure in each quarterly period, and report on any particular variances as required. Should the charging model need to be amended for future years, this will be the subject of a future report prior to fees and charges being proposed in the normal Council budget process.

4.0 CONCLUSION

4.1 The Council has successfully rolled out the charging tariff across Argyll and Bute. Our fee falls broadly into line with other local authorities i.e. Aberdeenshire Council charging 21p and Dumfries and Galloway Council charging 25p. As the cost recovery model is in place and fully operational the next stage of the strategy will focus on the infrastructure methodology as outlined at Appendix Two.

5.0 IMPLICATIONS

- 5.1 Policy – the Council has a policy of cost recovery in place as of 9th April 2021; this report and appendices would see the development methodology and Part One of the EVC Strategy become Council policy for this area of work
- 5.2 Financial – the cost recovery model should make the provision of EV cost neutral – future developments will be funded via external funding as and when it arises
- 5.3 Legal – none
- 5.4 HR – none
- 5.5 Fairer Scotland Duty:
 - 5.5.1 Equalities - protected characteristics - none
 - 5.5.2 Socio-economic Duty - none
 - 5.5.3 Islands - none
- 5.6 Risk – no further risks
- 5.7 Customer Service – a comprehensive exercise has been undertaken to advise customers of the new arrangements regarding cost recovery.

**Executive Director with responsibility for Roads and Infrastructure Services,
Kirsty Flanagan**

Head of Roads and Infrastructure Services, Jim Smith

Policy Lead for Roads and Infrastructure Services, Cllr Rory Colville

13/4/21

For further information contact: Mark Calder, Project Manager, or Victoria Weir, Project Officer.

Tel: 01546 604756 or 01369 708634.

Appendices:

Appendix 1: EVC Strategy Part One

Appendix 2: DRAFT infrastructure development methodology