ARGYLL AND BUTE COUNCIL **ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE**

ROADS AND INFRASTRUCTURE SERVICES **2 DECEMBER 2021**

UPDATE ON 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 June update, where the EDI committee agreed the EVC Strategy Part 1: Introduction and Cost Recovery, as well as the asset development methodology to inform Part 2: Future Sites.

1.2 Officers applied the agreed criteria and produced draft site lists which were discussed at a Members Seminar on 21st September. Following feedback and discussion at that session this report provides a draft long list, and proposes some minor amendments to the previously agreed development methodology.

1.3 Should the Committee approve the draft site list, this will go forward for public consultation early in the New Year, prior to a further report to EDI in March providing analysis of public feedback and ultimately looking to agree a finalised list.

1.4 The March update will coincide with the beginning of the new financial year, where it is hoped that Transport Scotland/the Scottish Government will provide details on what future funding opportunities exist for the roll-out of EVC. The fund used to date [Local Authority Installation Programme] ends this year, and a new fund is set to replace it, however details of this are yet to be announced. The approved long list will then inform the development of Parts 3, 4 and 5 of the EVC strategy.

1.5 The report also provides an update on other work going on in this area:

- funding secured from Transport Scotland
- the development of an internal network for Council vehicles;
- a pilot project at two NPDO schools;
- work to support HiTRANS to roll-out an EVC scheme across the region;
- status of the cost recovery model;
- maintenance and fault issues with the existing network;

- changes to the national back office supplier [including useful new data on climate change impacts]
- support and advice for community requests.
- Parts 3, 4 and 5 of the EVC strategy.

2.0 RECOMMENDATION

Members are asked to:

2.1 Agree to the adaptations to the asset development methodology for EVC at Appendix One

2.2 Agree to the draft list of future EVC sites at Appendix Two, and that this list should go forward for public consultation.

3.0 DETAIL

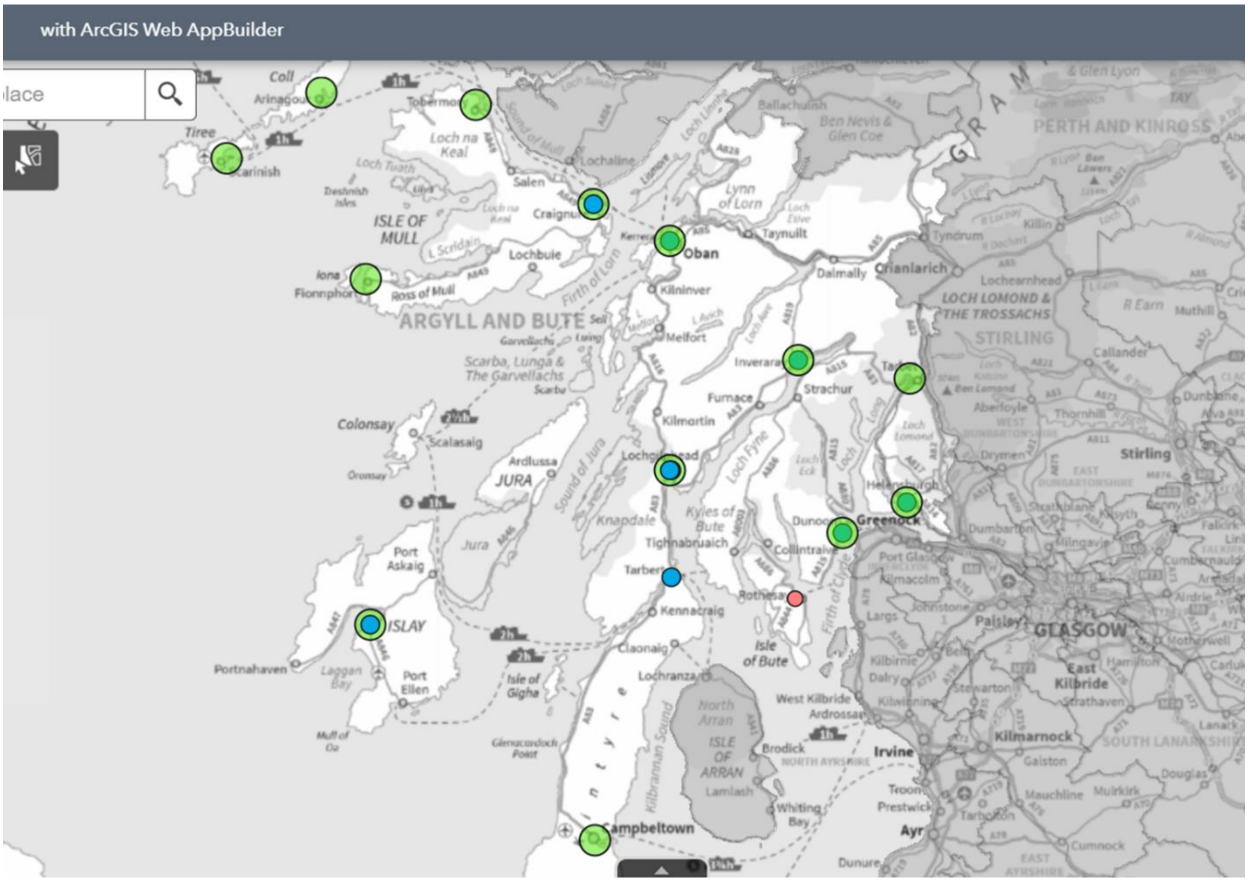
3.1 POTENTIAL FUTURE PUBLIC EVC SITES

3.1.1 At the June meeting of the EDI Committee, an asset development methodology for future expansion of the EVC network was agreed. The criteria outlined in that document was applied and a draft list of sites compiled. These were discussed at a Members Seminar on 21st September. Following feedback from the session some minor amendments are proposed to the original criteria.

3.1.2 The updated development methodology is appended to this report at Appendix One. The most notable changes are:

- Rather than prioritising future FAST charger installs on a population hierarchy of largest towns to smallest, it is proposed to reverse that order and prioritise smaller towns first. This is on the basis that larger towns already have some provision whereas the smaller towns have none.
- Include towns of fewer than 1,000 population where those towns are known tourist hotspots.

3.1.3 The draft site list is appended to this report at Appendix Two. This provides for 55 theoretical future EVC sites across Argyll and Bute. There is information within this appendix on existing sites, but for clarity we have provided a separate list of existing sites at Appendix Three. This is represented in the following screenshot from the GIS mapping system. Green represents rapid chargers; blue/green rapid and fast on the same site; blue denotes fast chargers; and the solitary pink site is a slow charger:



All publically available EVCs by all providers are shown on the following website: [ChargePlace Scotland | Scotland's Public EV Charging Network]

3.1.4 The draft new site list provides for the possibility of a significant future expansion of the Council's public EVC network, and allows for a theoretical equality of access for all communities, matched to existing asset hierarchies. There are, however, some important points to note:

- Delivery on these priority sites will depend on external funding, and the future funding picture is not clear at this time. It is hoped that the Scottish Government will provide further information on future funding options after the turn of the year. Ideally funding would be provided over a period of at least three years in order to develop a future programme, and to enable delivery of that programme at pace. Budget certainty would, for example, allow us to award one significant installation contract via one procurement, as opposed to multiple contracts in multiple years as has previously been the case with year-on-year funding.
- The resourcing of the delivery of this programme, should funding arise, is of concern. It has been possible to absorb within existing resources the delivery of a small number of chargers each year, however, should the scheme expand to double figure installs per annum it is likely that we will need to appoint a dedicated technical delivery officer who has knowledge of both civils and electrical works, as well as public procurement and contract management. Different delivery options will be outlined as and when there is funding certainty – in principle, it would

seem reasonable to top-slice external funding for project management costs as the programme develops. Members will note from the update later in this report on funding that different schemes are being managed by a range of different teams at the moment.

- The sites identified are entirely theoretical at this point. No specific site analysis has been done in order to establish cost estimates site by site. These can and will vary greatly depending on grid capacity and accessibility. There is likely to be the need to consider each site on a case by case basis balancing cost, benefit and the need to provide for an equitable network which provides fair access for all.

3.1.5 Should Members approve the proposed list at Appendix Two, Officers will then conduct a public consultation in the New Year, with advice and input from colleagues in the Corporate Communications Team. As well as being able to promote the consultation through the normal channels, our back-office EVC system also provides contact details for all users, so the consultation can be sent to each user directly via an email mailshot.

3.2 FUNDING SECURED FROM TRANSPORT SCOTLAND FOR 2020/21 [ROLLED FORWARD] AND 2021/22. TOTAL FUNDING: £100,000

3.2.1 Current LAIP Funding is in its final year however what will replace it is yet to be announced. The current work includes funds from 2020/21 - £50,000 has been allocated to install a RAPID charger in Tighnabruaich, which will address a network gap and deliver on one of the sites identified in Appendix Two. As well as the installation we will ensure that the work is to an extent future-proofed with ducting installed for possible future installations. This work will procured and managed by the Network and Standards team within Roads and Infrastructure.

3.2.2 2021/22 funding from the same fund provides for another £50,000. TS priorities for this fund include retro-fitting existing chargers with card payment/contactless facilities in order to allow pay as you go. The funds will allow the new Transport Scotland specification criteria to be actioned; that rapid chargers without the option contactless payment must be retro fitted with contactless payment options. Work is ongoing with colleagues in IT to ensure all security and compliance issues are addressed.

3.3 COUNCIL BUSINESS CHARGERS. TOTAL FUNDING: £209,000

3.3.1 Funds were secured from Energy Saving Trusts' Switched on Towns and Fleet Zero Emission Vehicle and Charging Infrastructure fund The Council was granted a total of £141,000 in 2020/21. Based on technical considerations, and giving due regard to the depot and office rationalisation programmes, five sites were taken forward for new EVC installations at:

- Corran Halls, Oban
- Helensburgh Civic Centre
- Blackhill Depot, Helensburgh
- Baliscate Depot, Tobermory

- High Street Depot, Rothesay

3.3.2 These schemes were managed and successfully delivered by the Council's Energy and Building Services team, within the wider Property team, with the Roads and Infrastructure Service as a 'client'. Going forward, it is proposed that Roads and Infrastructure Service take the lead on managing all funding for EVC across Council assets [schools, offices etc.] on the basis that this will provide for a single, consistent, corporate approach. This effectively formalises the current custom and practice.

3.3.3 The 2021/22 allocation of Switched on Towns and Fleet Zero Emission Vehicle and Charging Infrastructure total was £68,000. Based on technical considerations, operational requirements and giving due regard to the office and depot rationalisation programmes, the following two sites have been selected:

- Jackson's Quarry Depot, Oban
- An additional unit at the Helensburgh and Lomond Civic Centre

3.3.4 The HLCC scheme will be managed by the Property team as above; the Jackson's Quarry scheme by the Roads Design team, who have managed all other technical aspects of the depot rationalisation project at this site.

3.3.5 All of the above noted schemes support the vehicle replacement programme which has already seen some 70 of the Council's Internal Combustion Engine (ICE) vehicles replaced with hybrid-electric or fully electric vehicles.

3.4 PILOT SCHEME AT DUNOON GRAMMAR AND ARGYLL HOUSE. TOTAL FUNDING FOR 4 CHARGERS ACROSS 2 SITES [FIGURE TBC]

3.4.1 The Power Networks Demonstration Centre [PNDC] at Strathclyde University are managing a project which is aiming to gain data in order to improve the maintenance and repair of EVC. This is an academic and Industrial research and development scheme regarding a new service platform that provides a more effective and regulated way of performing maintenance and repair which aims to leverage the large volumes of connected data available from EV charging infrastructure to operate and maintain it more reliably.

3.4.2 The PNDC project is funded from the Infrastructure Solutions for Zero Emission Vehicle fund, provided by the Office for Zero Emission Vehicles (OZEV). Argyll and Bute is the only local authority partner participating in the project.

3.4.3 Argyll and Bute will receive 4 fully funded EV charge points, including the costs of hardware, installation and operation (excluding metered energy costs). These will be managed and operated by PNDC up until March 31st 2022, and they will use this period to trial their new service platform for maintenance and repair. From 1st April 2022, the Council will 'adopt' these chargers, taking over management and maintenance of them, via our existing back office platform.

3.4.4 This provides a unique opportunity to support academic and industrial research into the management of EVC, while at the same time gaining useful infrastructure at no cost to the Council. The funding is for business use sites, and with a view to supporting the migration of the school transport and Council fleets, Dunoon Grammar School and Argyll House have been selected as priority sites following internal discussions with the key stakeholders [Education, School Transport, Property].

3.4.5 It is worth noting that there is an additional layer of complexity to the Dunoon site because of its status being managed by third parties – support to move this opportunity along is also being provided by the Council's Procurement and Contract Management Team [PCMT] who are responsible for the New Schools contracts.

3.5 HITRANS FASTER PROJECT. TOTAL FUNDING: c. £372,000

3.5.1 The FASTER Project is a joint proposal across Scotland, Ireland and Northern Ireland to support the overarching ambition to transition to low carbon transport systems. It is a project supported by the European Union's INTERREG VA Programme, managed by the Special EU Programmes Body.

3.5.2 HITRANS will manage the install of eight RAPID public charge points in Argyll and Bute, budgeted at approximately £46,500 per charger, although this may vary slightly depending on individual charge point costs. Once installed these will become Council assets, and be managed and maintained as part of our existing network.

3.5.3 HITRANS, with input from Council Officers, have selected the following sites for their project. The table provides locations and comments on the alignment with or departure from the Council's strategy and draft site list. The HITRANS scheme should be viewed as something complementary to the Council's own plans

Site	Comments
Rothesay Harbour, Rothesay	This has been identified as a site requiring a RAPID charger.
Port Askaig, Islay	As above
Corran Halls 1, Oban	This has been identified as a site for the destination charging theme for a FAST charger. The option of an additional RAPID charger here is nevertheless a welcome additional provision, and provides for a useful charging option at that end of the town with direct access to the trunk road.
Pier Car Park, Dunoon	This provides an additional RAPID charger at an existing site. Although the Council's immediate policy focus

	is on filling gaps, the EVC use and demand data from this site suggests that an additional RAPID would be well used, and would begin to create a charging 'hub'.
Lorne Street Car Park, Lochgilphead	As above
New Quay, Campbeltown	As above
Ledaig, Tobermory	As above
Ferry Terminal, Tarbert	Although a site not in Council ownership or responsibility, this would provide for a charging option for users of the Tarbert to Portavadie ferry. The site is owned by Tarbert Harbour Authority, who have consented in principle to the scheme on the basis that the Council adopt the charger. Given that this will provide further transport connectivity at no capital outlay or ongoing revenue cost for the Council, this seems reasonable.

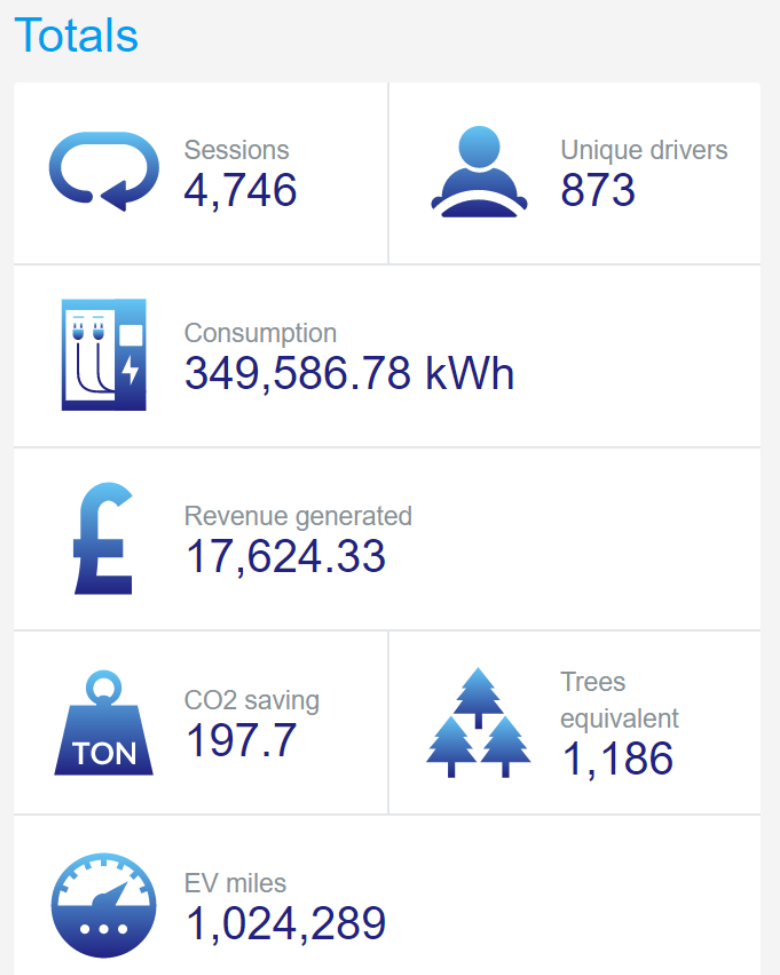
3.6 STATUS OF THE COST RECOVERY MODEL AND CHANGES TO THE NATIONAL BACK OFFICE SUPPLIER

3.6.1 Our expenditure on EVC has been just over £27,000 this financial year. Although a payment of £13,000 was received for FQ1, the payment for FQ2 remains outstanding. At the moment there is no particular cause for concern about the financial model agreed at the February budget meeting not being able to cover the Council's costs.

3.6.2 Electric car users continue to be charged for using Council EVCs. The principal issue is one of processing and administration. The national back office supplier changed from Charge Place Scotland to SWARCO in August this year, and the changeover has caused a range of difficulties for all local authorities. As well as the issue of receiving income, there are also issues around invoicing and fault reporting.

3.6.3 At this stage there are a number of problems for both the current and previous back office supplier to iron out. We are endeavouring to work positively with both suppliers; however, have received limited useful feedback thus far. We are seeking advice from colleagues in the PCMT to understand our options under the terms of the contracts should we require to seek a more formal resolution to these issues.

3.6.4 One benefit to the change in back office supplier has been that the new systems provides the following useful infographic. Note that this does show revenue generated, although this is yet to be received. The statistics towards the bottom of the graphic are particularly useful in illustrating the credentials of the transition to EV as a more environmentally friendly travel option:



3.7 SUPPORT AND ADVICE FOR COMMUNITY REQUESTS

3.7.1 We are receiving an increasing amount of enquiries from community groups and individuals looking for advice and assistance on how to install EVCs themselves, or requesting that the Council install EVC on their land.

3.7.2 To support these requests for information, we are creating a one-stop-shop webpage which will include information on:

- Planning
- Building Control
- Road opening permits
- Information on funding options
- DNO (electricity company) considerations
- A basic guide to the process of installing an EVC
- Council plans and timelines
- Contact details/form for further advice.

3.8 COMPLETION OF THE EVC STRATEGY

3.8.1 Reports on the subsequent sections of the strategy will be brought forward once the public consultation has concluded and a final site list can be agreed.

3.8.2 Part Three will give consideration to future funding requirements and options – mapping, application, management – to deliver on the outline programme developed through Part Two.

3.8.3 Part Four will cover management and maintenance of the developing network over time, with a focus on sustainable asset management.

3.8.4 Part Five will provide a procurement and installation strategy, with a focus on best value in the delivery process, including electricity tariff applications and ongoing monitoring etc.

4.0 CONCLUSION

4.1 The development to date of the Council's EVC network has been successful, and a logical and reasonable network is currently available. As focus on this area of work increases in line with increasing levels of EV ownership and national priorities like the 2032 ban on new ICE vehicles, it is prudent for the Council to develop a long-term strategy for EVC. Critical to those future plans are an approved site list which has been developed against an agreed criteria, and on which the public will have the opportunity to comment. This report sets out the draft site list and provides an update on the significant range of other work ongoing in this area.

5.0 IMPLICATIONS

5.1 Policy – this report proposes minor amendments to the EVC asset development methodology, with a view to agreeing a future EVC list which will be adopted by the Council

5.2 Financial – EV users continue to pay for the use of EVCs; however, there is a problem with the back office supplier transferring income to the Council. In terms of capital, we await confirmation on future EVC funding allocations

5.3 Legal – The Council may have to pursue the back office supplier formally should the outstanding income noted above not be received in reasonable time.

5.4 HR – none

5.5 Fairer Scotland Duty – none

5.5.1 Equalities protected characteristics – going forward standardised EVC line markings provide for/support accessibility

5.5.2 Socio-economic duty – EVC should provide for economic development opportunities increasing the attractiveness of our area

5.5.3 Islands – in ensuring an equitable approach and filling all network gaps then this should provide equality of access for our island communities

5.6 Risk – there is a risk that the programme will not be able to be delivered at pace unless a specific delivery resource is recruited.

5.7 Customer Service – this report proposes a public consultation to ensure feedback on and buy-in to our future EVC plans

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Policy Lead for Roads and Infrastructure Services, Cllr Rory Colville

9/11/21

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

Appendix One: Updated asset development methodology
Appendix Two: EVC draft long list
Appendix Three: Current EVC list