

APPENDIX 5 – HITRANS FASTER PROJECT

As previously reported to the December 2021 EDI meeting, 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.

HITRANS are directly managing the install of up to eight public charge points in Argyll and Bute. Once installed these will become Council assets, and be managed and maintained as part of our existing network.

The initial procurement exercise brought the overall project in above budget and resulted in a non- award. The project have been granted an extension until Oct 23 and is back out to tender after HITRANS re-evaluated and re-prioritised sites. Some sites are now on a reserved list as an explicit back-up option for the tender. For those sites with an end of life replacement instead of an additional EVC being added we have agreed to incur the removal costs as funders would not cover this element. This is expected to be able to be absorbed within the existing EV budget which, as reported above, is developing a small surplus through the cost recovery model. It could be the case that older models being removed could be recycled within the Council estate at least in the short term [for the likes of depots].

HiTRANS, with input from Council Officers, have selected the following sites for the re tender; it does not differ significantly from the original selection. The table provides the new and updated 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
Going ahead with amendments	
Rothesay Pier	Two chargers. Site in ABC expansion plan for one RAPID charger – this scheme delivers ABC priority and provides welcome additional provision at a busy ferry port.
Corran Halls	Two chargers. 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.
Tarbert Ferry Terminal	<p>One charger.</p> <p>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.</p>
Removed	
Port Askaig	Remains a Council priority but cost prohibitive for HiTRANS scheme. Could be picked up in addition to LUF proposed marshalling area works.
New	
Craignure	<p>Two chargers.</p> <p>Supplement existing provision at Craignure. 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'.</p>
Reserve list	
Dunoon Pier	<p>Two RAPID to replace an end of life EVC.</p> <p>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</p>

	data from this site suggests that an additional RAPID would be well used, and would begin to create a charging 'hub'.
Lorne Street, Lochgilphead	Replacement of one end of life EVC.
New Quay, Campbeltown	As above
Ledaig, Tobermory	As above

This has been a highly resource intensive project to support, with calls on the project team's time as well as a significant draw on resources from colleagues in legal [commercial and conveyancing]. While the project will eventually lead to installs of new EVCs, and while some useful professional contacts have been made and knowledge gained through the process, it is regrettable that we are a year on from reporting to this Committee on the project and no installs have yet taken place. This is a departure from the normal EVC delivery model where funding goes directly to local authorities – because of the nature of this rollover European fund it is managed cross-regionally.

As we move ahead in the delivery of our EVC strategy it is likely that we will focus on funding options which are structured in the more traditional way as this has proven to be the most effective and efficient model – the Council has directly administered approaching £1million of funding in the past seven years and successfully installed a competent public and business network of 40 chargers in that time.