



**Title: Plugged in Places Electric Vehicle Charging Infrastructure
Procurement Support Scheme – phase two**

1.0 SUMMARY

- 1.1 The Scottish Government launched the Low Carbon Vehicle Procurement Support scheme (LCVPS) in June 2010 as a means of encouraging the development and use of low carbon vehicle technology to help meet targets set out in the Climate Change (Scotland) Act 2009. Argyll and Bute Community Planning Partnership has made two successful grant applications during this time which have assisted in the purchase of a number of hybrid vehicles and the associated charging infrastructure.
- 1.2 The purpose of this report is to bring to the attention of the CPP phase two of the scheme, which has now been renamed the Plugged in Places Electric Vehicle Charging Infrastructure Procurement Support Scheme.
- 1.3 A report detailing the two previous funding applications made by Argyll and Bute Council on behalf of the CPP was presented in May 2012, and is attached as an appendix for information.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the CPP gives consideration to the viability of pursuing an application for phase two of the Plugged in Places Electric Vehicle Charging Infrastructure Procurement Support Scheme, and reach agreement regarding participating partners.

3.0 DETAIL

- 3.1 Argyll and Bute Council have, through the CPP, obtained grant funding in 2010/11 from Transport Scotland through the Low Carbon Vehicle Procurement Support Scheme, and the following year, 2011/12, from phase one of the Electric Vehicle and Plugged in Places Charging Infrastructure Scheme.
- 3.2 The funding in 2010/11 enabled the purchase of three hybrid minibuses and one hybrid transit van. The funding in 2011/12 was used to purchase two hybrid utility vehicles, and six electric

charging outlets. Details of the costs and grants are included in the appendix to this report.

- 3.3 The focus for phase two of the current scheme has now shifted solely to infrastructure and has now been renamed the Plugged in Places Electric Vehicle Charging Infrastructure Procurement Support Scheme.
- 3.4 The offer of grant funding of £80,000 for the year 2012/13 has now been issued by Transport Scotland to the Community Planning Partnership. The grant funding is to assist in the procurement and installation of charging infrastructure in locations agreed upon with Argyll and Bute Council and their Community Planning Partners.
- 3.5 The grant offer includes funding for Portable Electric Vehicle Rescue Charging Units.
- 3.6 The sites suggested by Transport Scotland include car parks, government offices, gymnasiums, swimming pools, libraries, NHS estate, locations on the primary road network and at ferry terminals.
- 3.7 A back office data monitoring and collection facility linked to the charging facilities will be set up and financed by Transport Scotland until the end of the year 2015/16.
- 3.8 Transport Scotland has indicated that the charging infrastructure should provide free electricity to participating motorists, and that the cost of the electricity should be met by the location provider, and that representatives are keen to meet and discuss the offer with participating partners.
- 3.9 The grant funding is dependent on the project being completed and operational by 31 March 2013.

4.0 CONCLUSION

- 4.1 Argyll and Bute Community Planning Partnership has been demonstrating its commitment to tackling climate change and reducing carbon emissions through its participation in these schemes to date.
- 4.2 In order to participate in phase two of this project, agreement should be reached regarding partners who wish to become involved, bearing in mind the ongoing implications relating to cost and upkeep of the charging infrastructure, and the requirement to collect back office data after 2015/16.

5.0 IMPLICATIONS

- 5.1 Policy – None
- 5.2 Financial - Costs associated with electricity provision and also with back office data collection after 2015/16

5.3 Legal – None

5.4 HR – Participating partners may have to review job descriptions if Portable Electric Vehicle Rescue Units are purchased to include some stand by activity.

5.5 Equalities – None

5.6 Risk – Ongoing costs associated with the maintenance of charging infrastructure and electricity provision.

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