



All publically available EVCs by all providers are shown on the following website: [_____](#)

- 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 be 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

High Street Depot, Rothesay

3.3.2

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 x

- 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

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

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