

## ELECTRIC VEHICLE CHARGING STRATEGY

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### 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.

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electric chargers have been introduced as below. These came into effect on 9<sup>th</sup> 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:



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 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





## **5.0 IMPLICATIONS**

### 5.1 Policy