Strategic approach to public electric vehicle charging infrastructure in Glasgow - Option for future delivery – Recommendation to City Administration Committee.

3 There was submitted a report by the Executive Director of Neighbourhoods, Regeneration and Sustainability regarding a strategic approach to public electric vehicle charging infrastructure (EVCI) in Glasgow and a recommended option for future delivery, advising

(1) of the current approach to EVCI in the city, with the Council having installed 327 charge points across 170 units for public use, which were located in a mixture of on-street sites and public car parks and were connected to the ChargePlace Scotland network;

(2) of the changing context for the provision of EVCI and projected demand and that Transport Scotland had changed its model of funding, which was linked to the need to develop a competitive market for public EVCI provision, with its vision set out in the document "Vision for Scotland's Public Electric Vehicle Charging Network", as detailed in the report;

(3) of Transport Scotland's new public Electric Vehicle Infrastructure Funding (EVIF) programme, which would make £30m of funding available to local authorities over the next 4 years, with the aspiration that this would lever at least a further £30m from the private sector to grow the public electric vehicle network;

(4) of the work undertaken in relation to the production of a Public Electric Vehicle Charging Strategy and Expansion Plan for Glasgow City Council by Mott MacDonald, as detailed in an appendix to the report, which set out the business case and the associated ask for EVIF from Transport Scotland to help trigger private sector investment in a concession-style EVCI contract;

(5) of the spatial criteria for the location of future public EVIC and of the delivery model options for the proposed way forward, which had been developed and assessed as part of the said strategy and expansion plan work, as detailed in the report;

(6) that following the assessment work undertaken on the model options, it was concluded that a concession model was the preferred option to continue to explore moving forward, with the reasons detailed in the report; and

(7) of further issues to be explored and resolved in relation to the preferred concession model option for the future delivery of public EVCI in the city.

After consideration, the committee

(a) noted the contents of the report; and

(b) agreed to recommend to the City Administration Committee approval of the recommended concession model option for future delivery of the public electric vehicle charging infrastructure in Glasgow.