



Glasgow City Region Cabinet

Report by Kevin Rush, Director of Regional Economic Growth

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Regional Economic Strategy: Electric Vehicle Charging Infrastructure (EVCI) Update

Purpose of Report:

This report provides Cabinet with:

- a) a summary of the outcomes of workshop sessions undertaken with each of the GCR MAs in early January 2024;
- b) a proposed Preferred Way Forward for a Glasgow City Region EVCI collaboration; and,
- c) an update on the proposed next steps through procurement and towards delivery.

Recommendations

The Cabinet is invited to:

- a) note the content of the report;
- b) endorse the work being proposed to develop a GCR collaborative approach to expanding the public EVCI network; and,
- c) endorse the next steps

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1. Purpose of the Report

1.1. This report provides Cabinet with:

- a) a summary of the outcomes of workshop sessions undertaken with each of the GCR MAs in early January 2024;
- b) a proposed Preferred Way Forward for an approach for a Glasgow City Region EVCI collaboration; and,
- c) an update on the next steps through procurement and towards delivery

2. Background

- 2.1. Building upon the *Strategy & Expansion Plan (SEP)*, presented to the GCR Cabinet in May 2023, the Glasgow City Region Programme Management Office ('the PMO') is working with the GCR Electric Vehicle Senior Officers' Group ('the Senior Officers' Group'), chaired by Colin Park, Head of Roads, Transportation and Fleet Services at South Lanarkshire Council, to progress the collaborative approach to EVCI across GCR.
- 2.2. At the request of the Chief Executives' Group (CEG), the GCR PMO engaged consultants during the summer of 2023 to carry out a detailed assessment of the risks and opportunities around the potential commercial models that could be established to deliver a collaborative approach to expanding the EVCI network in GCR.
- 2.3. On the 25 October 2023, the CEG agreed that the PMO and the Member Authorities (MAs) should further explore the development of a concessionary commercial model, collaboratively with the 8 GCR MAs that will put in place an arrangement to allow the expansion of the EVCI network using council owned assets over the coming years.

3. Scoping and Commercial Workshops

- 3.1 The GCR PMO along with Scottish Futures Trust (SFT) undertook a series of workshops during the first fortnight of January 2024 with each of the eight member authorities. The workshops were structured around a set of key issues relating to the potential commercial arrangements, joint working, and procurement options.
- 3.2 The objective of the sessions was to identify preferences from officers from each MA in relation to key factors that will inform future tender documents. The workshops were attended by members of the EV Senior Officers' Group and officers from legal, procurement, finance, asset management, roads, and transportation, from each MA.
- 3.3 The outcomes of the workshops have been used by the PMO to develop a Preferred Way Forward for regional collaboration, summarised in the next sections.

4. Preferred Way Forward

- 4.1. Based upon the structured discussions at the workshops there emerged a consensus view from officers in relation to the overall scope.
- 4.2. The list below sets out the areas that were discussed during the workshops.

Commercial Risks and Responsibilities

- a) Ownership of Existing and Planned New ECVI Assets
- b) New Chargepoint Locations, Numbers, and Capacity

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- c) Operational Service Standards, Maintenance, and Technology Change
- d) Tariff Setting
- e) Revenue and Risk Balance
- f) Distribution of Income Sharing Opportunities Among the 8 Councils.
- g) Electricity Purchase
- h) Installation Works – Time, Cost and Quality
- i) Changes in Law
- j) Consents and Permits
- k) Grid Connection cost and delays
- l) Customer Service
- m) Data Handling

Lotting of EVCI Sites

- 4.3. The table above sets out the forecast chargepoint numbers in the SEP (February 2023).

| | Residential AC (7kW) | Destination AC (7 – 22kW) | Rapid DC (50kW +) | Ultra-rapid (DC) 100kW to 350kW (potential sites) |
|----------------------------|----------------------|---------------------------|-------------------|---|
| East Dunbartonshire | 105 | 66 | 17 | 0 |
| East Renfrewshire | 143 | 122 | 29 | 0 |
| Glasgow City | 1,317 | 207 | 53 | 11 (potentially more) |
| Inverclyde | 172 | 93 | 36 | 17 |
| North Lanarkshire | 481 | 276 | 34 | 8 |
| Renfrewshire | 405 | 258 | 51 | 0 |
| South Lanarkshire | 467 | 242 | 33 | 17 |
| West Dunbartonshire | 141 | 81 | 9 | 8 |
| GCR Totals | 3,231 | 1,345 | 262 | |

- 4.4. Following the analysis undertaken for the SEP the forecast for the uptake of EVs has decreased significantly. The Office of Budget Responsibility has reduced the forecast of EV uptake from [25 per cent to 18 per cent in 2023, and from 67 per cent to 38 per cent in 2027.](#)
- 4.5. Following discussion among the MAs, SFT and Transport Scotland, and informed by the consultation with the market through a Prior Information Notice (PIN) issued in June 2023, the proposed approach that has discussed with the EV Senior Officers' Group and the GCR Chief Executives' Group, is to split the total number of forecast chargepoints into a series of lots. This pragmatic approach will help to align EVCI installation with the capacity of the market and of local authorities to deliver across the proposed sites.
- 4.6. MAs will require to undertake their own analysis about the suitability of the proposed locations for EVIF included in the SEP.
- 4.7. Through discussion with the MAs, the current proposal is that Lot 1 should include:
- all existing EVCI (approximately 600);
 - all destination AC (7-22kW) chargepoints. (approximately 1,345);
 - all rapid DC (50kW) chargepoints (approximately 262); and,
 - 20-25% of the forecast residential chargepoints (approximately 650-800).

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- 4.7 In addition, it is also proposed that Lot 1 include those Ultra Rapid Charging (100kW to 350kW). The SEP identified potential sites that met a set of basic criteria where they may be attractive as ultra-rapid charging stations. Further work will be required to identify which of these sites can be progressed.
- 4.8. It is anticipated that subsequent Lots will be weighted towards the remaining residential charging infrastructure, and any additional journey and destination sites.

Joint Working and Procurement Options

- 4.9. The feedback from the officer workshops demonstrated strong support for a collaboration across GCR through the planning, procurement and delivery stages. There was also a recognition of the need to put in place an Inter-Authority Agreement (IAA) to facilitate the collaboration.
- 4.10. There was a consensus view that one local authority should contract with a private sector partner on behalf of all 8 MAs, with a preference for a single procurement, rather than establishing a framework for MAs to draw down from.

5 Resourcing and Governance Arrangements

- 5.1 Following the workshops, the GCR PMO has started to scope the resourcing requirements to develop the project through procurement and into delivery. It is anticipated that there will be a requirement for:
- a) **A Dedicated Central Team:** this would include project management, legal, procurement, and technical expertise.
 - b) **Support Groups:** to ensure each MA is engaged and informed, and able to influence the development of the tender, there will require to be a number of officer support groups in place to provide expert advice and to update their own organisations as required. In addition to the existing EV Senior Officers' Group, it would also require groups with a focus on legal, procurement, and technical aspects.
 - c) **Senior Responsible Owner (SRO):** at the CEG meeting 1 February 2024, it was agreed that Kevin Rush, Director of Regional Economic Growth, would be appointed as the SRO for the project.
- 5.2 With regards to the governance arrangements, it is anticipated that the existing GCR governance structures (Chief Executives' Group, and Cabinet) will be utilised for regional approval.
- 5.3 Approvals from each MAs own governance structures will be required at each stage of the project. It is anticipated that local approvals will be required for the principles of an Inter-Authority Agreement, the final tender prior to going out to procurement, and then prior to finalising an arrangement with a commercial partner. The GCR PMO will develop a report relating to the Inter-Authority Agreement and circulate this for local approval before the end of June.

6 Timeline

- 6.1 The GCR PMO is working with the EV Senior Officers' Group to produce a timeline for securing the local approvals, developing an Inter Authority Agreement, putting the supporting resources in place, assessing the potential chargepoint locations, and

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developing the tender documents. The timeline that will be overseen by the Senior Officers' Group and reported on to the CEG.

- 6.2** The most pressing issue driving the timing of this work is Transport Scotland's decision not to renew the Chargeplace Scotland contract, causing which will require all local authorities (and other chargepoint owners) to put in place an alternative arrangement for the back-office and maintenance of their chargepoints. The ambition is to have these existing chargepoints included within the scope of GCR's Lot 1, however there is a significant risk that the timing of this new arrangement being in place will fail to align with TS's ending of the Chargeplace Scotland service.
- 6.3** To mitigate this risk, as stated above, the PMO is in the process of arranging a meeting with TS, following up on the recent letter from the Director of Economic Growth, to request that the existing arrangements are extended to allow the GCR procurement to proceed with the inclusion of the existing chargers.
- 6.4** If there is no extension to the availability of the Chargeplace Scotland then the GCR MAs will need to consider going to the market separately to put in place an alternative arrangement that will ensure that a charging service continues to be provided to the 600 existing chargepoints.

7 Next Steps

7.1 The immediate next steps for the project are:

- a) to develop a draft Inter-Authority Agreement;
- b) to develop a report seeking local MA approval to progress a GCR EVCI collaboration based on the Inter-Authority Agreement;
- c) for GCR PMO to put in place the resources to support development the procurement documents; and,
- d) for MAs to assess the suitability of the initial list of EVCI sites in the SEP for inclusion in Lot 1.

9. Recommendations

9.1 The Cabinet is invited to:

- a) note the content of the report;
- b) endorse the work being proposed to develop a GCR collaborative approach to expanding the public EVCI network; and,
- c) endorse the next steps