

## **Regional Economic Strategy: Electric Vehicle Charging Infrastructure – Update noted – Preferred Way Forward endorsed etc.**

**16** There was submitted a report by the Director of Regional Economic Growth regarding an update on the work being proposed to develop a Glasgow City Region (GCR) collaborative approach to expanding the public Electric Vehicle Charging Infrastructure (EVCI) network, providing a summary of the outcomes of workshop sessions undertaken within each of the GCR Member Authorities (MAs) in early January 2024, a proposed Preferred Way Forward for a GCR EVCI collaboration and an update regarding the proposed next steps through procurement towards delivery, advising

- (1) that the Chief Executives' Group (CEG) in October 2023 had agreed that the GCR Programme Management Office (PMO) and the Member Authorities (MAs) should further explore the development of a concessionary commercial model, collaboratively with the 8 GCR MAs that would put in place an arrangement to allow the expansion of the EVCI network using council owned assets over the coming years;
- (2) that the GCR Programme Management Office (PMO) along with Scottish Futures Trust (SFT) had undertaken a series of workshops in early January 2024 with each of the 8 MAs, which had been structured around a set of key issues relating to the potential commercial arrangements, lotting, joint working, and procurement options;
- (3) that the objective of those workshops had been to indicate preferences on key factors that would feed into the drafting of future tender documents, with the outcomes of the workshops being used by the PMO to develop a Preferred Way Forward for regional collaboration as a means of accelerating the expansion of EVCI infrastructure in GCR;
- (4) that based upon the discussions at the workshops there had emerged a consensus view from officers in relation to the overall scope of a collaborative approach and summarising that consensus position in relation to the 4 key issues outlined at paragraph (2) above, forming a proposed Preferred Way Forward, as detailed in the report;
- (5) that following the workshops and the subsequent discussions, the GCR PMO had started to scope the resourcing requirements to develop the project through procurement and into delivery with the establishment of a dedicated core team, support groups and the appointment of the Director of Regional Economic Growth as Senior Responsible Owner;
- (6) that the GCR PMO would develop a report relating to a proposed Inter-Authority Agreement which would be circulated for local approval before the end of June 2024;
- (7) of a proposed timeline which would be overseen by the Senior Officers' Group and reported on to the CEG;

- (8) that the most pressing issue driving the timing of this work was Transport Scotland's (TS) decision not to renew the Chargeplace Scotland contract, and that to mitigate this risk, the PMO was in the process of arranging a meeting with TS to request that the existing arrangements be extended to allow the GCR procurement to proceed with the inclusion of the existing chargers;
- (9) that if there was no extension to the availability of the Chargeplace Scotland then the MAs would need to consider going to the market separately to put in place an alternative arrangement that would ensure that a charging service continued to be provided to the 600 existing chargepoints; and
- (10) of the proposed immediate next steps, including:
  - (a) developing a draft Inter-Authority Agreement;
  - (b) developing a report seeking local MA approval to progress a GCR EVCI collaboration based on the Inter-Authority Agreement;
  - (c) the PMO putting in place the resources to support development the procurement documents; and
  - (d) MAs assessing the suitability of the initial list of EVCI sites in the Strategy and Expansion Plan.

After consideration, the Cabinet

- (i) noted the report;
- (ii) endorsed the work being proposed to develop a Glasgow City Region collaborative approach to expanding the public Electric Vehicle Charging Infrastructure network; and
- (iii) endorsed the proposed next steps, as detailed at paragraph (10) above.