

Report

Report to:	Community and Enterprise Resources Committee
Date of Meeting:	16 February 2021
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Electric Vehicle (EV) Charging Infrastructure Trial
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1. Purpose of Report

1.1. The purpose of the report is to: -

- ◆ update committee on the progress of the PACE Electric Vehicle (EV) Charging Infrastructure Trial project involving Transport Scotland, SP Networks (SPEN), North Lanarkshire Council and South Lanarkshire Council
- ◆ seek approval for the Executive Director of Community and Enterprise Resources in consultation with the Head of Administration and Legal Services to commence the process of (1) transferring the maintenance contract, (2) revision of the Collaboration Agreement to allow ownership of the assets to be transferred to South Lanarkshire Council and, (3) if necessary, enter a Memorandum of Understanding with Transport Scotland
- ◆ note the cost pressures relating to energy and usage and the investigation of future tariffs for the use of the public EV charging points

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the content of the report and progress on the project to date, be noted;
- (2) that the Executive Director (Community and Enterprise Resources) in consultation with the Head of Administration and Legal Services be authorised to commence the process of (1) transferring novating the maintenance contract, (2) revision of the Collaboration Agreement to allow ownership of the assets to be transferred to South Lanarkshire Council and, (3) if necessary, enter a Memorandum of Understanding with Transport Scotland; and
- (3) that the increased cost pressures relating to energy and the intention to explore the use of tariffs to potentially recover these costs be noted.

3. Background

3.1. Members will be aware of the Scottish Government's 2019 climate emergency declaration and the associated environmental challenges. The Climate Change Bill includes an ambition to reduce greenhouse gas emissions, with a net-zero emissions target by 2045.

3.2. Transport is currently the largest contributor to Scottish emissions, and this will be tackled through a range of actions including an ambition to phase out the need for new petrol and diesel cars and vans by 2030.

- 3.3. It is understood that, to meet Scotland's 2030 ambition, EV charging and migration to electric powered vehicles is a key delivery component. Accelerated uptake in Scotland could see around 700,000 electric vehicles on the road by 2030, from a current baseline of 22,000.
- 3.4. At the Community and Enterprise Resources Committee on 4 February 2020, officers reported that South Lanarkshire Council had been selected by Transport Scotland and SP Energy Networks (SPEN) as one of two Local Authority delivery partners to trial a new and innovative approach in the provision of clean energy for transport. The other authority is North Lanarkshire Council, and this joint project is now known as Project PACE.
- 3.5. Working in partnership with Scottish Government, Transport Scotland, SP Energy Networks (SPEN) and North Lanarkshire Council, proposals have since been developed and are being implemented to provide an enhanced network of EV public charging infrastructure across Lanarkshire.
- 3.6. Around £2.5m is expected to be invested across South Lanarkshire with a similar amount in North Lanarkshire. All capital funding will be provided by Transport Scotland with the works implemented by SPEN.
- 3.7. This project presents multiple benefits to South Lanarkshire Council in relation to carbon reduction, tackling barriers to financial inclusion and connectivity within communities. It also provides opportunities to build upon the work already delivered across South Lanarkshire in relation to our growing EV public charging infrastructure network. In the report to the Committee on the 4 February 2020 officers committed to provide an update report to members, which is this report.

4. Project Progress - Update

- 4.1. Work was due to commence in late March 2020, and installations scheduled to be largely complete by the end of 2020, however, progress was initially impacted by the COVID-19 pandemic and the associated lockdown.
- 4.2. Despite these initial delays, good progress has since been made and the overall revised programme for South Lanarkshire will now see all sites completed by Spring 2021.
- 4.3. Work has also continued in relation to preparation of legal agreements and the necessary lease and licence arrangements for access to and for the use of Council assets / land. These agreements and arrangements confirm current responsibilities, timescales, future responsibility of the infrastructure and ensure any risks are allocated and minimised appropriately.
- 4.4. The overall Collaboration Agreement, including template leases and licences, was signed in August 2020. Work continues with regards to the individual site leases. The licences for twenty sites were completed in January 2021.
- 4.5. The first site at Strathclyde Park was officially opened on 5 August 2020 by the Scottish Government Cabinet Secretary for Transport, Infrastructure and Connectivity. Leaders from both South and North Lanarkshire attended the launch and each Council co-ordinated their own communications plan to promote the proposals in their own area.

- 4.6. The completion of the PACE project will see the EV charging infrastructure network more than double in size within South Lanarkshire from what was an existing network of 44 public facing dual chargers to an expected 108 dual chargers, an increase of 64 chargers, or 145% increase in available EV charging infrastructure. In addition, a further 18 dual chargers at 7 locations have been or are being installed as part of another EV funding stream provided by Transport Scotland.
- 4.7. The charging infrastructure is being installed in Council owned car parks and will be available for the public's use. Locations agreed align with areas of potential demand that SPEN and Council officers have identified but importantly also taking cognisance of existing SPEN infrastructure and capacity, available land, and the need to provide public access.
- 4.8. The selected sites were considered as part of an option appraisal exercise and Members were advised on 5 August 2020 of the 20 identified locations across South Lanarkshire. 19 of these hubs remain as proposed, however, there have been some revisions to the type and number of chargers being installed due to the capacity of the SPEN energy network, other technical and financial considerations following more detailed investigations.
- 4.9. The site at Lanark Loch has also had to be removed due to a significant increase in civil engineering costs, due to the length of cabling / excavation required to reach the nearest high voltage connection; however, an alternative site at Lanark Lifestyles is now being considered. In addition, a further site is currently being assessed at Coatshill Avenue car park in Blantyre, potentially taking the number of hubs to 21.
- 4.10. Appendix 1 provides details of the hub locations selected, overall status of the works and present anticipated programme. Appendix 2 provides an example of what a hub looks like.
- 4.11. SPEN were initially going to be responsible for these charge points / hubs from implementation until the end of the trial, expected to have been around 31 December 2021. At this point, responsibility of the infrastructure was to transfer to South Lanarkshire Council.
- 4.12. However, the EU Clean Energy Package, came into effect on 1 January 2021 and has now been transferred into UK Law. In relation to EV charging infrastructure, this means that a licensee (e.g., SPEN) must not own, develop, manage, or operate an electric vehicle recharging point. These new provisions have been added to SPEN's licence from 1 January 2021.
- 4.13. To ensure that these statutory requirements are complied with, it is now proposed to transfer the ownership of the hubs to the Council sooner than set out in the original Collaboration Agreement. Transfers would be on a site-by-site basis following the completion of construction and successful commissioning as opposed to at the end of the trial previously advised as the end of December 2021.
- 4.14. There are no risks to the Council from this change and site ownership will only be transferred when the Council is satisfied that it is appropriate to do so. Transport Scotland may also require a Memorandum of Understanding with each Council in relation to the transfer of assets albeit this has yet to be confirmed.

- 4.15. The EV charging infrastructure installed as part of the project is subject to a five-year warranty, maintenance, and fault response contract. The contract was put in place by SPEN through an EU compliant procurement exercise. This contract is fully funded by Transport Scotland and delivered by Swarco, the appointed contractor. It is proposed to transfer this contract to the Council. Any works required through the contract would then be co-ordinated by Roads and Transportation Services, but at no cost to the Council.

5. Employee Implications

- 5.1. There are no employee implications associated with the recommendations in this report as the work to date will continue to be undertaken by existing employees.
- 5.2. Moving forward, officers intend to explore the potential for increased resources to assist with the project implementation and monitoring with Transport Scotland.

6. Financial Implications

- 6.1. There are no significant financial implications associated with the implementation of the EV infrastructure as the capital cost is being funded entirely by Transport Scotland via SPEN.
- 6.2. Maintenance costs will also be funded by Transport Scotland in the short to medium term through the transferred five-year warranty, maintenance, and fault response contract.
- 6.3. However, as highlighted at the Community and Enterprise Resources Committee on 4 February 2020, the ongoing electricity costs will fall to the Council in the short term. At that time, the Council operated 44 public facing dual chargers with annual electricity costs in the region of £0.025m. Costs for 2020/2021 are expected to be in the region of £0.045m, but it should be noted that demand will have been impacted upon by the global pandemic. In the short term, these additional costs will be managed as an additional financial pressure within the Resource.
- 6.4. Overall, electricity cost to the Council is expected to rise to close to £0.160m with the inclusion of the chargers associated with this trial project and other newly installed EV chargers. Again, these additional costs will be managed as a short-term funding pressure pending the development of options for cost recovery.
- 6.5. Across Scotland, the developing model for electric vehicle charging is expected to involve a connection charge and charge/tariff per kwh. To date it has been considered that, in the short term at least, electricity should continue to be provided free to users as this will continue to encourage the uptake of EVs. While this approach has merit, it is also necessary to consider options for a more proportionate solution where those who benefit from the use of public EV charging infrastructure pay appropriate energy costs.
- 6.6. Consequently, officers will, over the next 6 months, explore options for cost recovery for the use of EV charging infrastructure to at least recover the additional energy costs being incurred by the council.
- 6.7. This work would include review of the position taken by other local authorities to ensure that any momentum in encouraging the uptake of EV's is not reversed. It is understood that North Lanarkshire Council, a partner in the PACE project, is also considering these same matters. The outcome from this work will be subject to separate report to Committee in due course.

- 6.8. Post the five-year maintenance period, and as technology develops, discussion will be required with Transport Scotland and/or partners in relation to continuing investment to upgrade or replace this infrastructure when necessary and to conduct any statutory safety checks.
- 6.9. This transferred infrastructure would become part of the roads and transportation assets and require to be funded in the long term, albeit it may be that a more commercially orientated model for this infrastructure begins to emerge in future years. Transport Scotland is already taking forward a stream of work with Scottish Futures Trust looking at future financing and delivery of public EV infrastructure designed to leverage commercial markets.
- 7. Climate Change, Sustainability and Environmental Implications**
- 7.1. These proposals will have positive environmental impact as the introduction of EV charging infrastructure would encourage the use of more sustainable low carbon modes of transport.
- 8. Other Implications**
- 8.1. While there are some continuing risks involved in this project (e.g. electricity costs) these are felt to be low and acceptable given the level of investment that will be secured for South Lanarkshire.
- 9. Equality Impact Assessment and Consultation Arrangements**
- 9.1. This report does not recommend a change to an existing policy and, therefore, an impact assessment is not required.
- 9.2. There is no requirement to undertake any consultation at this time in terms of the information contained in this report.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

21 January 2021

Link(s) to Council Values/Ambitions/Objectives

- ◆ Improve the quality of life of everyone in South Lanarkshire.
- ◆ Improve the road network, influence improvements in public transport and encourage active travel.
- ◆ Work with communities and partners to promote high quality, thriving and sustainable communities.

Previous References

- ◆ Electric Vehicle (EV) Charging Infrastructure Trial, Paper to Community and Enterprise Committee 4 February 2020

List of Background Papers

- ◆ None

Contact for Further Information

If you would like inspect any of the background papers or want any further information, please contact: -

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Appendix 1

Car Park	Town	Timescales	Proposed Infrastructure	Status	Notes / Revisions
1. Carlisle Road Car Park	Abington	April 21	2 x 50kw Rapid & 1 22kw	Programmed	No Change
2. Bridge Street Car Park	Cambuslang	April / May 21	2 x 50 Rapid, 3 x 22kw, 3 x 7Kw	Programmed	Was: 2 x 50kW, 4 x 22kW, 3 x 7kW
3. Carnwath Road Car Park	Carluke	Aug / Sept 20	1 x 50kw Rapid, 2x22kw	Complete	No Change
4. John Mann Park	Carnwath	September 20	1 x 50kw Rapid, 2x7kw	Complete	Was: 1 x 50kW, 1 x 22kW
5. Carstairs Community Hall	Carstairs	October 20	2 x 7kw,	Complete	No Change
6. Belstane Avenue Car Park	Crawford	March 21	1 x 50kw Rapid, 2 x 22kw	In Progress	Was: 1 x 50kW, 1 x 22kW, 1 x 7kw
7. Smugglers Brig Road Car Park	Crossford	Mar / Apr 21	1 x 50kW, 1 x22kw	In Progress	Was: 1 x 22kW
8. Calderglen Country Park	East Kilbride	October 20	1 x 50kw Rapid, 2x22kw,	Complete	Was: 1 x 50kW, 1 x 22kW, 1 x 7kw
9. Calderwood Community Hall	East Kilbride	Jan / Feb 21	2 x 7kw	In Progress	Was: 1x22kw, 1 x 7kw / Awaiting lighting column repositioning
10. John Wright Sports Centre	East Kilbride	January 21	1x 50kw Rapid, 1x22kw, 2x 7kw	Complete	No Change
11. Ally McCoist Complex	East Kilbride	Jan / Feb 21	2 x 7kw	In Progress	Was: 1 x 50kw Rapid, 1 x22kw, 1 x 7kw / Awaiting lighting column repositioning
12. Main Street Car Park	Forth	March 21	1 x 50kw Rapid, 1x22kw	Programmed	No Change
13. Low Parks Museum	Hamilton	Delayed	1x 50kw Rapid, 1x 7kw	In Progress	No Change, but delay continuing as COVID-19 testing site
14. Chatelherault	Hamilton	Jan / Feb 21	3 x 50kw Rapid, 2 x22kw, 3 x 7kw	In Progress	Was: 3 x 50kW, 2 x 22kW, 2 x 7kW / Awaiting surfacing works

Car Park	Town	Timescales	Proposed Infrastructure	Status	Notes / Revisions
15. Kildare Road car park	Lanark	Feb / Mar 21	2 x 50kw Rapid, 1 x22kw	In Progress	No Change
16. Lanark Loch	Lanark	March 21	1 x 50kw Rapid, 2 x22kw, 1 x 7kw	Cancelled	Technical / financial issues with this site. Alternative Location in Lanark being considered including Lanark Lifestyles and North Vennel
17. McNeill Street Car Park	Larkhall	Jan / Feb 21	1 x 50kw Rapid, 2 x22kw, 2 x 7kw,	In Progress	No Change
18. Regent Drive car park	Rutherglen	November 20	1 x 50kw Rapid, 2 x22kw	Complete	No Change
19. Strathaven Park	Strathaven	Jan / Feb 21	2 x 50kw Rapid, 1 x22kw, 1 x 7kw	Complete	No Change
20. Station Road car park	Strathaven	Feb / Mar 21	1 x22kw, 1 x 7kw	In Progress	No Change
21. (New) Lifestyles Centre	Lanark	March 21	tbc	Being Assessed	Replacement site for Lanark Loch
22. (New) Coatshill Avenue Car Park	Blantyre	March 21	tbc	Being Assessed	New site being assessed

Strathaven Park

