



## **ELECTRIC VEHICLE INFRASTRUCTURE CHARGING UPDATE**

Report by Chief Officer, Assets and Infrastructure

### **PURPOSE**

- 1.1 The purpose of the Report is to update the Comhairle on the Electric Vehicle Infrastructure Fund (EVIF) application to Transport Scotland and Scottish Futures Trust, along with work undertaken to date on the local electric vehicle (EV) infrastructure network, and proposals for the future delivery of the EV infrastructure network throughout the Western Isles.

### **EXECUTIVE SUMMARY**

- 2.1 In January 2022, Scottish Government launched a new public Electric Vehicle Infrastructure Fund (EVIF) designed to support the growth of the public EV infrastructure network. The new EVIF programme replaces all previous funding programmes and potentially offers £60m over future years, with approximately half of this funding anticipated to be invested from the private sector.
- 2.2 To access the EVIF fund, each local authority had been invited to develop and submit a Public Electric Vehicle (EV) Charging Strategy, Infrastructure Expansion Plan and funding application. The Comhairle developed and submitted a combined islands EV Charging Strategy, Plan and application in collaboration with Orkney Islands Council and Shetland Council, supported by HITRANS. Transport Scotland's Advisory Board have reviewed the submission and allocated funding for investment, based on the combined submission. Following evaluation by the Board of the joint submission, a combined indicative grant sum of £2m was allocated to the three Local Authorities for their EVIF programme.
- 2.3 The Comhairle along with neighbouring Authorities have developed a 2-stage approach to implement the delivery of the EVIF programme. Phase 1 will entail the development of an operational plan to replace and refresh existing assets and install new EV infrastructure where gaps in provision are highlighted. As Scottish Government are due to close the ChargePlace Scotland back office in 2026, provision will also be made in Phase 1 of the programme to transition to a new back-office provider and allow for all closing actions to be undertaken prior to the current contract end.
- 2.4 The second phase of the programme will entail the development of strategy for expansion. Within Phase 2 there will be a focus on agreeing a future business model option for the Comhairle, with the view of attracting private investment in the existing EV infrastructure.
- 2.5 Following the implementation of part 2 of the UK Government's Public Charge Point Regulations, the Comhairle, through grant funding, replaced all non-compliant EV infrastructure to ensure the EV infrastructure network throughout the Western Isles was fully compliant.

## **RECOMMENDATIONS**

### **3.1 It is recommended that the Comhairle:**

- (a) note the progress made on the Scottish Governments new public Electric Vehicle Infrastructure Fund (EVIF) programme, and works undertaken to date;**
- (b) note the grant funding allocation provided by Transport Scotland for the EVIF programme;**
- (c) approve progressing Phase 1 of the EVIF programme to deliver the project outcomes as set out within this report.; and**
- (d) agree that Officers should continue to engage with Transport Scotland, HITRANS and neighbouring Authorities on future funding options through EVIF.**

Contact Officer:	Calum Mackenzie, Chief Officer, Assets and Infrastructure, ext. 211405
Appendix:	None
Background Papers:	Report to Transportation and Infrastructure Committee, 8 February 2023 Report to Transportation and Infrastructure Committee, 25 September 2024

## IMPLICATIONS

4.1 The following implications are applicable in terms of the Report.

Resource Implications	Implications/None
Financial	The current EV public network model is placing budget pressure on the Comhairle, and a future change in the financial model approach seeks to mitigate this pressure. As the EV market develops, the Comhairle may have an opportunity to generate a long-term revenue stream from their network.
Legal	There are no direct implications arising from this report.
Staffing	There are no direct implications arising from this report.
Assets and Property	A lack of investment in the upkeep and expansion of the public EV network, risks slowing down the future transition to a greener transport system across the Western Isles.
Strategic Implications	Implications/None
Risk	There is a risk that many areas within the Western Isles may not be commercially viable to install public EV infrastructure, and private investment may be difficult to attract. It is therefore essential that the Comhairle takes an active approach to the development and upkeep of EV infrastructure.
Equalities	None
Corporate Strategy	<p>The Comhairle's Electric Vehicle Strategy and Expansion Plan was completed and submitted to Transport Scotland (TS) and Scottish Future Trust (SFT) in November 2023.</p> <p>The contents of the Strategy and Expansion Plan meets the strategic outcomes of: Investment in our buildings and infrastructure and reduction in our carbon footprint and development of an island route map to net zero under the themes of strengthen the local economy and be a sustainable and inclusive council.</p>
Environmental Impact	The implications for the environment through the EV Strategy and Plan are very positive. Expanding our public network will encourage people to transition to electric vehicles, reducing CO2 emissions and moving towards a cleaner, greener transport system.
Consultation	Through future consultation with TS/SFT the EV Strategy and Plan may need to be revisited to meet the changing market conditions.

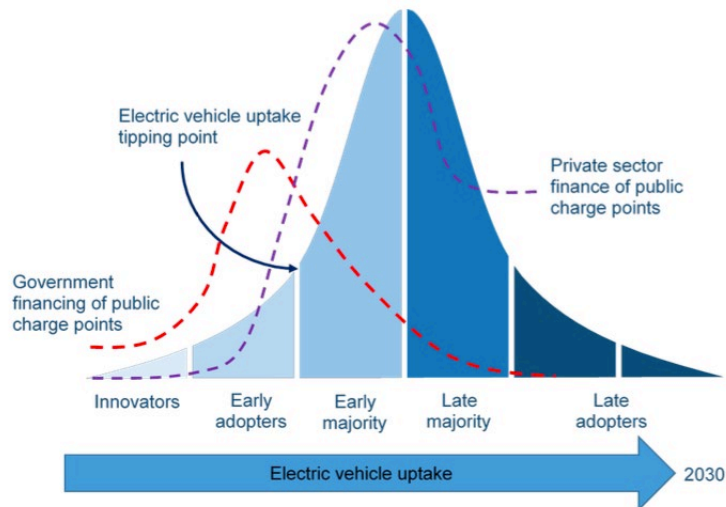
## BACKGROUND

- 5.1 The Scottish Government has pledged to end Scotland's contribution to climate change no later than 2045. All public bodies have a duty to support and work towards this target under the Climate Change (Scotland) Act 2009, as amended by the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019.
- 5.2 The Comhairle's commitment to tackling the climate crisis can be seen in the Local Authority Installation Programme (LAIP) project and Switched on Fleet project. Funded by both Transport Scotland and Energy Savings Trust, these projects have developed the EV public and private charging network so that EV drivers can confidently travel throughout the Western Isles.
- 5.3 The Comhairle currently owns and operates 43 charge points throughout the Western Isles, 31 public EV chargers and 12 private (Comhairle fleet only) chargers.

## ELECTRIC VEHICLE INFRASTRUCTURE FUNDING PROGRAMME

- 6.1 In January 2022, Transport Scotland announced a restructure of their electric vehicle infrastructure funding model, with previous funding having achieved its objective of helping the market to reach tipping point, as highlighted in the table below.

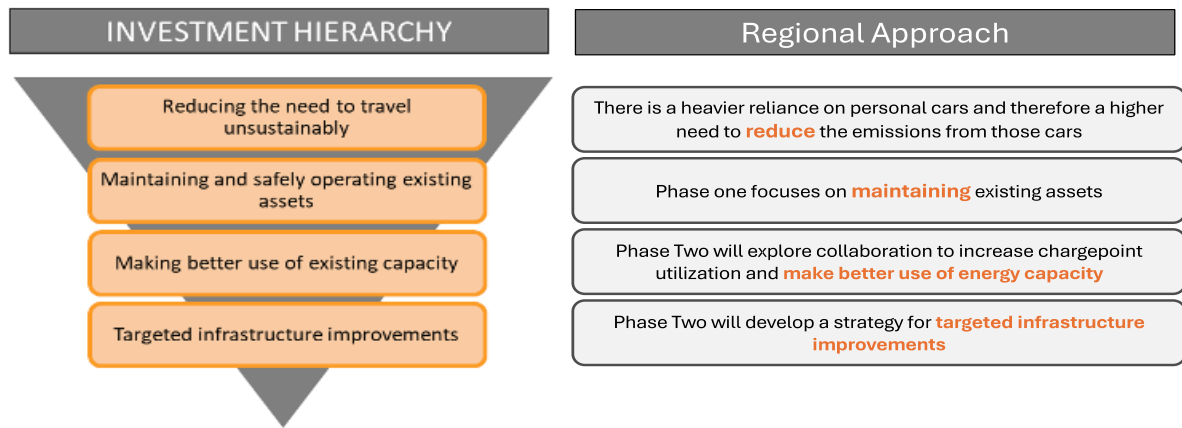
### Changing subsidy landscape



- 6.2 Through the Electric Vehicle Infrastructure Funding (EVIF) Programme, Local Authorities are now encouraged to leverage in private sector funding to enable delivery of infrastructure at the pace and scale required to meet demand and encourage further car users to switch to EV's to support the wider climate change objectives, collaborating regionally where possible.
- 6.3 This structure allows Local Authorities to access £30m worth of public funding and aims to leverage in a further £30m of private sector investment, bringing the total investment for Scotland to £60m. The public funding aims to support Local Authorities in enabling a Just Transition (equitable and fair) where commercial opportunities are challenging.

## COLLABORATION, FUNDING AND PROGRAMME SCHEDULE

- 7.1 Since the inception of the EVIF, Comhairle nan Eilean Siar, in collaboration with Orkney Islands Council and Shetland Council, and supported by HITRANS, have developed and submitted a combined islands EV Charging Strategy, Plan and funding application. The completed joint Strategy, Plan and application was submitted to the Transport Scotland and Scottish Future Trust Advisory Board for comment and allocation of grant funding. The outcome of this submission was that the joint application was allocated an indicative grant sum of £2m, this funding is to be used to implement the below approach to each authorities local EV network.
- 7.2 In line with the National Transport Strategy's Sustainable Investment Hierarchy, the Comhairle, along with neighbouring Authorities, have developed a 2-stage approach to move forwards:



7.3 Phase 1 is an operational plan to replace and refresh existing assets and install new EV infrastructure where gaps in provision are highlighted. As the current contract for operating the ChargePlace Scotland (CPS) 'back-office' will not be renewed when it expires mid-2026, this phase will include the transition to a new back-office provider and allow for all closing actions to be undertaken prior to the contract end in preparation for attracting private investment in the future.

7.4 This phase of the programme will have multiple works streams. The assets which will be replaced as part of Phase 1 are:

- Assets which no longer function when 3G is switched off over the next year.
- Assets which operate with OCPP 1.5, which is no longer maintained.
- Assets which will be 10 years old by 2028, the start of our delivery schedule.

7.5 The network refresh as highlighted within paragraph 7.3 will include:

- maintenance contracts for chargers that do not need replacing but have no maintenance contracts.

7.6 The below table provides a summary of the proposed works:

Replacement Chargepoints Required	Locations	Type of Installation	No. of Chargepoints
7kw Posts	Stornoway, Isle of Lewis	Single Installation	1
	Castlebay, Isle of Barra	Single Installation	1
	Balivanich	Small Hub	1
22kw Posts	Tarbert	Small Hub	1
	Balallan	Single Installation	1
	Ness	Single Installation	1
	Eriskay	Single Installation	1
	Uig	Single Installation	1
	Shawbost	Single Installation	1
50kw Posts	N/A	N/A	0
<b>Total</b>			<b>9</b>
New Chargepoints Required	Locations	Type of Installation	
7kw Posts	Tarbert, Isle of Harris	Small Hub	1
50kw Posts	Tarbert, Isle of Harris	Small Hub	2
50kw Posts	Castlebay, Isle of Barra	Small Hub	1
<b>Total</b>			<b>4</b>

- 7.7 Phase 2 of the programme will see HITRANS collaborate with the Comhairle and neighbouring Local Authorities to develop a strategy for expansion, building on existing consultation learnings to attract private investment. At this stage in the programme, HITRANS will liaise with both the Comhairle and other Councils to ensure all parties wish to continue in the same direction for Phase 2, particularly with regards to an agreed future business model.
- 7.8 The size and scale of the expansion in Phase 2 will depend on the strategy developed, the business model chosen and the funding available following delivery of Phase 1. As with Phase 1, Phase 2 seeks to reduce investment risk, but this time to help attract private investment.
- 7.9 The Comhairle's EVIF funding grant will be available until 2030, and an outline of the main tasks for each phase are scheduled in the summary below:

HITRANS EVIF Shared Service	2025 calendar				2026 calendar				2027 calendar				2028 calendar				2029 calendar				2030 calendar			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Phase 1																								
Phase 2																								
Research																								
Strategy development and approval																								
Procurement																								
Phase 2 strategy delivery																								

## UK GOVERNMENT REGULATIONS

- 8.1 In the EV Infrastructure Charging Strategy report submitted to the Transportation and Infrastructure Committee on 25 September 2024, it was noted that part 2 of the UK Government's Public Charge Point Regulations was due to come into effect on 24 November 2024. These new regulations are applicable to all public EV charging networks across the UK with the primary aim of improving consumer experience of public charging, including ease-of-use and reliability.
- 8.2 Following the implementation of these new regulations, the Comhairle had 3 no. charging posts which did not have access to contactless payment technology and therefore did not meet the requirements of the new regulations. In January 2025, grant funding became available through the Energy Saving Trust to replace non-compliant EV infrastructure. Following the submission of a successful grant application, the Comhairle were allocated funding to replace all 3 no. non-compliant charging posts. These posts have now all been installed.

## CONCLUSION

- 9.1 The EVIF programme has the potential to allow significant improvements to be made to the EV charging network in the Western Isles. By refreshing and replacing aging infrastructure throughout Phase 1 of the programme, it's felt that this will attract more opportunities of future investment by commercial partners.