

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE - 1 OCTOBER 2024**

**ELECTRIC VEHICLE INFRASTRUCTURE STRATEGY 2024-2028**

**REPORT BY GRAEME DAILLY, DIRECTOR OF INFRASTRUCTURE AND ENVIRONMENT**

**1. ABSTRACT**

This report provides members with an update relating to the Angus Council Electric Vehicle Infrastructure Strategy and notes authorisation for Angus Council officers to make an application to the Scottish Futures Trust for the Electric Vehicle Infrastructure Fund in collaboration with Perth and Kinross Council for Angus as detailed in this report.

**2. ALIGNMENT TO THE COUNCIL PLAN AND COUNCIL POLICIES**

This Report contributes to the achievement of our priorities in our Council Plan for 2023 – 2028.

**Caring for our Place**

- Enable inclusive, empowered, resilient and safe communities across Angus.
- Make our local services accessible.
- Improve connectivity in and around Angus.

**Caring for our Place**

- We will take action to mitigate against climate change by delivering our Transition to Net Zero Action Plan: 2022 to 2030.

**3. RECOMMENDATION**

It is recommended that the Committee: -

- (i) notes the progress Angus Council has made to date in the delivery of electric vehicle charging infrastructure and the proposals to meet the national targets;
- (ii) agrees that officers continue to work collaboratively with Perth and Kinross Council officers in developing Private Sector partnership for future Electric Vehicle Charging Infrastructure in Angus; and
- (iii) notes the application to Transport Scotland for Electric Vehicle Infrastructure Funding to facilitate this approach, approved by the Policy & Resources Committee on 3 September 2024 (Report No [257/24](#)).

**4. BACKGROUND**

- 4.1 Members will be aware that Electric Vehicle charging infrastructure has been installed across Angus over the last decade funded through Scottish Government grants. The Council has previously received annual grant funding through the Local Authority Installation Programme (LAIP). The programme, which started in 2014, was funded by the Scottish Government and administered by Transport Scotland, successfully delivered Electric Vehicle (EV) chargers at strategic locations throughout Angus, with initial provision around the strategic road network. Provision was then expanded into each town, before moving into villages, then addressing gaps, and building up resilience.
- 4.2 The level of annual grant funding from LAIP varied year on year ranging from £6,000 in 2015/16 rising to £371,000 in 2018/19, as reported to Communities Committee in Report No. [43/21](#).

- 4.3 Report No. [43/21](#) set out that Angus Council successfully secured £306,500 in 2018 from an Energy Saving Trust Scotland administered fund. The fund along with £144,000 Angus Council match funding was to provide an EV charging hub at Orchardbank, Forfar, which became operational in February 2021.
- 4.4 The Scottish and UK Governments had initially committed to ending the sale of new petrol and diesel cars and vans by 2030. It was however announced by the UK Government in 2023 that this deadline would be extended by five years to 2035. There are reports that the original 2030 deadline for cars could be reinstated by the new UK government, though this has not yet been confirmed.
- 4.5 In this same year, Angus Council worked constructively and positively with funding partners Transport Scotland and through the development of a Regional EV Strategy published in November 2019 by Tactran (the Regional Transport Partnership for Angus, Dundee City, Perth & Kinross and Stirling Council areas) to deliver EV charging infrastructure in a coordinated and collaborative way.
- 4.6 The regional strategy and associated action plan included proposals for supporting the growth of electric vehicles in the Tactran area including the deployment, operation and maintenance of EV infrastructure, public and private vehicle usage and their promotion and marketing, in a co-operative way. The Regional EV Strategy, Regional EV Delivery Plan, Baseline Report and Demand Forecast are available to download from the Tactran website at: [https://www.tactran.gov.uk/strategy\\_downloads.php](https://www.tactran.gov.uk/strategy_downloads.php)
- 4.7 Also in 2019, the Energy Saving Trust (EST) carried out a feasibility study through the Switched-on Towns and Cities Funding stream on Angus Council's behalf, to understand localised forecasting of Ultra Low Emission Vehicles (ULEV) uptake up to 2032, with a specific focus on Arbroath,
- 4.8 The EST report identified suitable sites and specifications for individual sites around Arbroath as well as potential hub sites, similar to that in Forfar. Sites were identified that could potentially be promoted in the future when funding became available.
- 4.9 Since 2020/21, Angus Council has received annual grant funding from EST to install fleet chargers within our depots. At the time of writing this report, Angus Council have a total of 80 fleet chargers installed across the County.
- 4.10 In 2021/22 the annual LAIP funding came to an end and only grant funding for extending warranty and maintenance contracts was awarded.
- 4.11 Also in 2021/22, the Council introduced a tariff for use of the EV charging infrastructure, solely to recover electricity and administration costs to maintain the network. This was reported to the Policy and Resources Committee on 8 June 2021 (Report No. [197/21](#)). The tariff has since been reviewed in 2022/23 (Report No. [42/23](#)) and 2024/25 (Report No. [52/24](#)).
- 4.12 Transport Scotland has been working with the Scottish Futures Trust (SFT) to review financing and delivery models in which future investment in Scotland's public EV charging network can be provided. Transport Scotland consider that in order to deliver the 2045 targets and to continue to grow EV infrastructure ahead of demand, there was a need to transition away from the current ChargePlace Scotland model to accelerate private investment in Scotland. ChargePlace Scotland is the current national provider which operates the existing EV back-office system, using a card or app to allow users to charge their vehicle which is linked to a payment system. ChargePlace Scotland is the country's national electric vehicle charging network, operated by a company called SWARCO on behalf of the Scottish Government, and currently covers local authority and private sector charging points.
- 4.13 Transport Scotland are focussing upon 'mixed-economy' approach to enable the private sector to assume greater responsibility for installation, operation and maintenance of public EV charge points as well as accepting revenue risk. This could be achieved, for example, through a 5 to 10 year concession-type agreements with local authorities and other public sector partners. To facilitate the new approach, Transport Scotland are in the early stages of developing a new programme with a view to rolling it out later this year. This will include further engagement with local authorities and other public sector bodies as well as private network operators.

- 4.14 Aligned with this approach, in 2022/23 Transport Scotland introduced a new grant fund, the Electric Vehicle Infrastructure Fund. Monies were granted to each local authority to carry out a pathfinder exercise on how to deliver on these targets and the new approach. In conjunction with this, Transport Scotland tasked Scottish Futures Trust (SFT) to administer this process.
- 4.15 For Angus, in light of the changing national approach, this grant was used to procure and appoint a consultant, Urban Foresight, to carry out this pathfinder study. During the pathfinder exercise a number of key factors were stressed to the consultant –
- (i) The desire to deliver a fair, accessible and ambitious public EV charging network that meets the needs of our residents, workers and visitors throughout the region;
  - (ii) The need to build on existing knowledge and experience in owning and operating the existing EV charging infrastructure to manage and govern the future network;
  - (iii) The delivery of the future council network will require to be managed in accordance with best practices and we will seek to expand its dedicated EV charging resources, internally or through collaboration with neighbouring authorities, by setting an appropriate tariff that creates a sustainable business case for the future publicly operated EV charging network;
  - (iv) A requirement to retain a degree of control of the public EV charging network in the region, including the placement of charge points and tariff setting, in order to retain the benefits of the investment to date. However, acknowledging the amount of grant funding will ultimately determine the proposed commercial approach;
  - (v) The council want to ensure fair coverage, equity and avoid any future financial burden; and
  - (vi) Recognise that many of the charge points required in the region will be on land owned by the local authority and so their role in the future network development will always be required.
- 4.16 The study explored options with varying degrees of the council's future involvement/ownership, ranging from the model to date, whereby the council owns, manages and operates the EV charging points; to a concession model; a landlord only model; or a fully council divested option.
- 4.17 The study concluded that a concession model would be the most appropriate option where the council retains some control but also attracts private investment. Furthermore, this model reduces the risk to the council but will provide opportunities for shared revenue generation to the council that could be reinvested in the network or other related projects. This approach allows the council to have a say in setting the tariff and the placement of the chargers in the urban and rural locations, working alongside the private investor and recognises the limitations on national and local government funding.
- 4.18 The study found that two further hubs, and some 60 potential fast charger locations, commensurate with the forecast expansion in electric vehicles should be taken forward. The locations of these units have yet to be identified and confirmed. The outcome of this study is expanded on within the report found in **Appendix 2** and ultimately allowed Angus Council to progress towards the application process.
- 4.19 To progress these proposals, in cognisance of the regional EV strategy and the similarity in approach, officers have developed a joint approach with Perth and Kinross Council colleagues, with an expectation of further efficiencies in procurement and resource utilisation.

## 5. PROPOSAL

- 5.1 Currently Angus Council have 54 publicly available chargers on our network with a further 80 fleet chargers in our depots and other council premises. Locations of the existing chargers are set out in **Appendix 1**. In order to achieve the government targets, and the expected growth in EVs, significant investment will be needed to meet the demand for charging vehicles.
- 5.2 The Urban Foresight study considered the forecast growth in EV ownership which is currently circa 1% of car and vans in Angus, with the expectation that this will grow to 100% of cars and vans by 2045, numbering circa 70,500 vehicles. As a result of this increase in EVs there will be a commensurate need to increase the availability of charging infrastructure.
- 5.3 The latest recorded statistics of Quarter 4 2022 for the Angus area, confirmed at that point there

were 715 registered electric vehicles in Angus which constitutes 1.7% of the electric vehicles in Scotland. The infrastructure in Angus currently supports up to 9% of the vehicles in the region and supports vehicle users passing through the County as well as those registered in the County. The consultant carried out the study to determine the amount of charging infrastructure required to fulfil the 100% electrification predicted by 2045. The study also took into consideration the anticipated reduction in car kilometres by 20% by 2030 in accordance with the updated Scotland's Climate Change Plan 2020. Further details on growth of EV's are provided in Appendix 2.

- 5.4 Over time as technology changes and charging infrastructure evolves, existing publicly available chargers will need to be replaced by more advanced equipment, reducing charging times for users. Some replacements have already been undertaken on some of the initial charging points and this will continue subject to funding. The Urban Foresight report noted that there are 6 slow, 25 fast and 23 rapid charging posts including those operated by private organisations along with 439 home charging units (2023 figures).
- 5.5 Angus Council officers have been working collaboratively with Perth and Kinross Council and Scottish Futures Trust to prepare a joint Electric Vehicle Infrastructure Fund bid, which if successful, will allow the development of public and private joint ventures to deliver the required EV charging infrastructure.
- 5.6 Transport Scotland's Electric Vehicle Infrastructure Fund is open for applications to progress the strategy and fund the potential charging infrastructure. A bid has been prepared in collaboration with Perth and Kinross Council, who are leading on the application.
- 5.7 The submission of the funding application was agreed at the Policy & Resources Committee on 3 September 2024 (Report No [257/24](#)).
- 5.8 The application is for £725,000 of funding for Angus Council, over a three-year period. There is a Private Sector Investment element to the bid, for circa £90,000 of the costs following the concession model recommended by Urban Foresight and as per the direction set by Transport Scotland.
- 5.9 The Policy & Resources Committee agreed Report No [257/24](#) for officers to work collaboratively with Perth & Kinross Council officers to apply to Transport Scotland for Electric Vehicle Infrastructure Funding. If the council is successful in its bid, a further report will be brought to the relevant committee to accept any grant as required.
- 5.10 If successful with the joint funding application, the grant funding from Transport Scotland will focus, over the next 3 years, on two main themes summarised below:
  - (i) Procurement and construction of two hubs with likely locations to be A90 (Breachin area) and A92 (Arbroath area); and
  - (ii) Approximately 60no. chargers to be located in community locations (libraries, community centres, on street etc) however the exact locations are yet to be established.
- 5.11 The timetable would commence with a tender process to seek the Private Sector partner. It is anticipated that a preferred bidder will be announced in Spring 2025 and the Contract awarded thereafter.
- 5.12 As Scottish Government are due to close the ChargePlace Scotland back office in 2026, tentative discussions are underway looking into options with neighbouring authorities to identify a suitable regional solution through a collaborative approach. More details on this will be provided in due course.
- 5.13 Committee are asked to note the progress Angus Council has made to date in the delivery of EV charging infrastructure and the proposals to meet the national targets. Committee are asked to agree that officers continue to work collaboratively with Perth and Kinross Council officers in developing Private Sector partnership for future Electric Vehicle Charging Infrastructure in Angus.

## **6. FINANCIAL IMPLICATIONS**

- 6.1 The report details the potential grant income to the council. Officer time will be required to support the application and develop the proposals for additional charging points across the County if the application is successful. There may also be an opportunity of resource funding from Transport Scotland which is currently being explored. All other costs would be covered by, and subject to

receipt of the Electric Vehicle Infrastructure Fund grant.

- 6.2 The Procurement team are currently developing a Procurement Strategy Committee Report which will be reported to a future Committee.

## **7. RISK MANAGEMENT**

There are no direct risk management implications arising from the recommendations of this report.

## **8. ENVIRONMENTAL IMPLICATIONS**

There are no direct environmental implications arising from the recommendations of this report. If the application is successful, the grant funding will enable action to mitigate against climate change by delivering our Transition to Net Zero Action Plan: 2022 to 2030.

## **9. EQUALITY IMPACT ASSESSMENT, HUMAN RIGHTS AND FAIRER SCOTLAND DUTY**

There are no direct equality implications in terms of this report as there are either neutral or positive impacts on protected characteristic groups for the proposals contained in this report.

## **10. CHILDRENS RIGHTS AND WELLBEING IMPACT ASSESSMENT**

A Childrens Rights and Wellbeing Impact Assessment has been undertaken and a full assessment is not required as the "General Principles" do not apply to this proposal.

## **11. CONSULTATION**

The Chief Executive, Director of Legal, Governance & Change, and Director of Finance have been consulted in the preparation of this report.

**NOTE:** The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:

- Report No. [43/21](#) - Angus Active & Sustainable Travel Strategy -Communities Committee - 23 February 2021
- Report No. [197/21](#) - Recovery of Costs for Operation of Electronic Vehicle Charging – Policy & Resources Committee – 8 June 2021
- Report No. [42/23](#) - 2023/24 Revenue & Capital Budget Setting
- Report No [257/24](#) - Electric Vehicle Infrastructure Fund Application - Policy & Resources Committee on 3 September 2024

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Appendix 1 – List of Publicly Owned and Maintained Electric Vehicle Charge Points in Angus

Appendix 2 – Angus Council EVIF Strategy and Expansion Plan