AGENDA ITEM No.6

EAST RENFREWSHIRE COUNCIL

CABINET

1 December 2022

Report by Head of Environment (Chief Planning Officer)

PROPOSED INTRODUCTION OF ELECTRIC VEHICLE CHARGING TARIFF

PURPOSE OF REPORT

1. The purpose of this report is to outline the options and justification for introducing Electric Vehicle (EV) charging tariffs for the use of the public Electric Vehicle Infrastructure (EVI).

RECOMMENDATIONS

2. The Cabinet is asked to:

a) Approve in principle the introduction of EV charging tariffs on the public EV charging infrastructure in East Renfrewshire;

b) Approve the introduction of an overstay charge on the public EV charging infrastructure in East Renfrewshire; and

c) Delegate the powers to the Head of Environment (Chief Planning Officer) to revise tariff rates and overstay charges, at a minimum of every quarter, in line with the cost of living inflation and indexed to energy costs.

Proposed indicative EV Charging Tariffs are detailed in Appendix A

BACKGROUND

3. In November 2020, the UK Government announced a commitment to end the sale of new petrol and diesel cars and vans by 2030, with all new cars and vans being fully zero emission from 2035.

4. East Renfrewshire Council (ERC) formally declared a ‘climate emergency’ in October 2021, and has subsequently set actions including working towards the goal of zero emissions.

REPORT

5. See Appendix B for a list of ERC East Renfrewshire Council owned public EV charging units. Each of these units has two parking bays associated with them. The bays are protected by a Traffic Regulation Order (TRO), which restricts them to only ‘electric vehicle[s] whilst actively being charged’. Community Safety enforcement officers actively enforce misuse of Electric Charging spaces

6. The ERC owned public infrastructure was installed between 2015 and 2022 using Transport Scotland Local Authority Installation Programme (LAIP) Grant Funding. This

funding stream ended with the 2021/22 funding round and did not include repairs or replacements for units out of warranty. The older chargers are now failing, requiring repairs or complete replacement.

7. Free electric charging was initially offered to incentivise car owners to move to electric vehicles. Transport Scotland have now indicated that Local Authorities providing free public EV charging is preventing private sector investment and holding back the growth of EV chargers.

8. There are nine key factors in the case for introducing tariffs (for a summary of these please see Appendix A).

9. The cost to the Council for running the publicly available EV charging infrastructure, and for providing free EV charging to users is already high. With the plans to expand the network, associated costs will also increase. Tariffs therefore need to be introduced to ensure a financially sustainable EV charging network.

10. Electricity has been estimated to cost the Council approximately £94,700 for 2022. It should be noted that electricity prices and future demand for the chargers is not certain.

11. Annual Maintenance Contract costs are covered by LAIP funding up to the end of 2022. Thereafter ERC will be required to spend approximately £8,700 annually, for the current number chargers along with ad hoc repairs of approx. £7,300. This been based on the cost of the current Annual Maintenance Contracts.

12. The total cost to run and maintain the 11 Council owned chargers at current costs are summarised in Table 1 below:

Table 1: Cost Summary

Item	**Cost**
Electricity	£94,700
Maintenance	£8,700
Ad-hoc Repairs	£7,300
Total	**£110,700**
+ Contingency (10%)*	**£121,700**

** Contingency for additional unforeseen maintenance and repairs, and network management fees.*

13. The tariff rates which ERC sets should be comparable to adjoining Local Authorities to avoid residents crossing to or from another Local Authority for preferential rates. As part of future expansion plans, Glasgow City Region Local Authorities are taking a regional approach to EV tariffs. 17 of 32 Scottish Local Authorities have already introduced tariffs. See https://chargeplacescotland.org/charge-point-tariffs/ (correct as of 15/07/2022).

14. The Scottish Government has announced their intention to launch a new £60 million fund over the next four years to enable Local Authorities to develop their EV infrastructure. Each LA has been allocated £60k in financial year 2022/23 for the development of a Public EV Charging Strategy & Expansion Plan.

Tariff Proposals

15. Under the Local Government (Scotland) Act 1973, Scottish Local Authorities are not permitted to make profit. Any surplus income over the costs to provide the services will be reinvested back into the EVI, improving and expanding the network.

16. Scottish Futures Trust undertook an EVI tariff benchmarking exercise across the country, using data from both publicly and privately owned infrastructure and found that the average private tariff for AC charging is £0.38 and for DC charging is £0.54 (see Table 2 below), correct as of 14th July 2022. ERC tariff rates should not undercut private sector operators rates as that would almost certainly prevent private investment which is crucial to the development of the EV charging network.

Table 2: SFT Tariff Bench Marking Summary

Charge Type	Min (£ / kWh)	Max (£ / kWh)	Average (£ / kWh)
Private Standard	£0.24	£0.50	£0.38
Private Rapid	£0.28	£0.69	£0.54

Source: Scottish Futures Trust. Figures Correct as of 14 July 2022.

17. According to the Scottish House Condition Survey 2019, published by the Scottish Government, approximately 75-80% of dwellings in East Renfrewshire have off-street parking.

18. Introducing a concessionary tariff for residents without access to off-street parking would ensure that there is a fair and just transition towards a zero-emission transport network for everyone.

19. A lower tariff rate is therefore recommended for residents of East Renfrewshire that do not have access to off-street parking. Details of the administration of this concession would need to be agreed with ChargePlace Scotland once agreed in principle.

20. An overstay fee is proposed to be applied after the maximum charge session time. As a starting point, it is proposed to charge £1 per minute overstay, with a ten-minute grace period and once the grace period is over, the minimum overstay fee would be £10.

CONSULTATION

21. Consultation has been undertaken with Glasgow City Region, Scottish Futures Trust and Transport Scotland.

22. If approved, The Traffic Regulation Order (TRO) covering on and off-street EV charging spaces will be advertised for consultation (21 days).

PARTNERSHIP WORKING

23. Not applicable.

IMPLICATIONS OF THE PROPOSAL

Resource

24. Financial: The introduction of these tariffs will aim to create a financially self-sufficient network, including electricity, maintenance, repairs and replacements.

25. Legal: Beyond the statutory requirements for revising the TRO, there are no legal implications with introducing tariffs.

26. Procurement: No procurement implications.

Equality Fairness & Rights Impact Assessment

27. An Equalities Fairness & Rights Impact Assessment was completed as part of these proposals (included as Appendix C) and a summary of the key points follows.

28. EV owners resident in East Renfrewshire without access to private off-street parking (i.e. private driveway or garage) do not have the option to install a home-charger to enable charging their EV on a domestic tariff. They are therefore reliant on public EV chargers and could have to pay a higher tariff rate if the concession rate is not agreed.

Climate Change Impact Assessment

29. A Climate Change Impact Assessment screening has been completed as part of these proposals and there is no need to complete a separate CCIA for this report.

30. The use of EVs is a key measure in reducing carbon emissions and transition to net zero. Whilst free electric vehicle charging has been provided by ERC up to now to incentivise a shift to EV, it is now clear that the main barrier to EV uptake is the lack of a reliable, accessible charging network, and that implementing tariffs will be the first step in unlocking the investment required to achieve this.

31. By setting the tariffs in line with our neighbouring regional Local Authorities, this should limit unnecessary journeys by EV users to charge their vehicles elsewhere in search of a better deal. The setting of tariffs should also encourage EV users who have the capability to charge at home to do so, thus further reducing the number of trips made.

CONCLUSIONS

32. This report proposes to introduce EV charging tariffs and overstay charges for the use of the public EVI, to ensure that the infrastructure is self-sustaining and that the Council can cover costs of operating, maintaining and improving and expanding the network.

33. The introduction of tariffs is supported by Transport Scotland, who have stated that future funding support is likely to be conditional on Local Authorities implementing and tariff regime / strategy.

RECOMMENDATIONS

34. The Cabinet is asked to:

a) Approve in principle the introduction of EV charging tariffs on public EV charging infrastructure in East Renfrewshire;

b) Approve the introduction of an overstay charge on public EV charging infrastructure in East Renfrewshire; and

c) Delegate the powers to the Head of Environment (Chief Planning Officer) to revise tariff rates and overstay charges, at a minimum every quarter, in line with the cost of living inflation; indexed to energy costs.

Proposed indicative EV Charging Tariffs are detailed in Appendix A.
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BACKGROUND PAPERS

a. UK Government, Transitioning to zero emission cars and vans: 2035 delivery plan, 2021
b. Scottish Government, Update to the climate change plan 2018-2032 - securing a green recovery on a path to net zero, 2020
c. East Renfrewshire Council, Local Development Plan 2, 2022

APPENDIX A – Proposed indicative EV Charging Tariffs & Overstay Charges

Table A.1: Indicative East Renfrewshire Council EV Charging Tariffs

Charger Type	Tariffs (per kWh)
Standard (7kW and 22kW)	£0.38
Rapid (50kW)	£0.54

A concessionary tariff is proposed for East Renfrewshire residents that do not have access to off-street parking. The average domestic electricity cost in the UK is 28p/kWh (Ofgem, https://www.ofgem.gov.uk/publications/price-cap-increase-ps693-april, 2022). Therefore, residents' tariff rates should be in line with the cost of domestic electricity for all types of chargers, to avoid penalising residents without off-street parking.

Indicative tariffs have been calculated using data current as at July 2022. The current situation with energy prices is extremely volatile and therefore tariff rates will be reviewed prior to implementation to ensure that this model remains self-sustaining.

Table A.2: Recommended East Renfrewshire Council EV Minimum Fee and Overstay Charges

Charger Type	Minimum Fee	Overstay Charges
Standard (7kW and 22kW)	£1.00	£1.00 per minute after 180 minutes, with a ten-minute grace period
Rapid (50kW)	£1.00	£1.00 per minute after 60 minutes, with a ten-minute grace period

Note: Overstay charges will initially be capped at £45 (i.e.45 mins over the allowed time). This will be reviewed periodically to ensure the measure is having the desired effect in discouraging overstaying.

There are nine key factors in the case for introducing tariffs:

a. The cost to the Council of the electricity consumed in the public charging of EVs;
b. The cost to the Council of annual maintenance contracts to cover maintenance, replacement and repairs to the EV Charging units;
c. The cost to the Council of expanding the public EV charging network in the event of grant funding (such as Transport Scotland's LAIP funding) being unavailable;
d. The absence of tariffs leading to EV users from neighbouring Local Authorities which have implemented tariffs traveling into ERC to charge their EV;
e. The absence of tariffs leading to users overstaying, or remaining in bays longer than is required, thereby preventing other EV users from charging;
f. The availability of free public charging hindering the uptake of home charging options for residents with the capability to install them (i.e. private driveways / garages);
g. The availability of free public charging is preventing private sector investment and holding back commercial growth in EV charging infrastructure;
h. Future funding from Transport Scotland is likely to be contingent on implementing a tariff regime / strategy.

APPENDIX B – ERC EV Infrastructure

Table B.1: ERC Owned Public EV Infrastructure

Area	Location	Owner	Output	No. of Units	No. of sockets / cables	Type 2	CHAdeMO	CCS	Contact-less	Tariff (£/kWh)	Installation Date	Notes
Neilston	Kingston Road Park and Ride	ERC	7kW	1	2	Yes	No	No	No	£0.00	Apr-15	Awaiting replacement Date TBC.
Busby	Mary Young Place car park	ERC	7kW	1	2	Yes	No	No	No	£0.00	Apr-15	
Giffnock	East Renfrewshire Council Offices	ERC	22kW	1	2	Yes	No	No	No	£0.00	May-15	
Thornliebank	Rouken Glen Road	ERC	50kW	1	3	Yes	Yes	Yes	No	£0.00	May-15	Replacement unit installed July 2022
Eaglesham	Gilmour Street	ERC	22kW	1	2	Yes	No	No	No	£0.00	Apr-17	
Barrhead	The Foundry Sports Centre	ERC	22kW	1	2	Yes	No	No	No	£0.00	Apr-17	Awaiting replacement, Date TBC.
Giffnock	Merryvale Place car park	ERC	22kW	1	2	Yes	No	No	No	£0.00	Sep-17	
Neilston	Main Street Sports Centre car park	ERC	22kW	1	2	Yes	No	No	No	£0.00	Mar-19	
Newton Mearns	Broomburn Shops car park - Mearns Road	ERC	50kW	1	3	Yes	Yes	Yes	Yes	£0.00	Mar-19	
Barrhead	Cochrane St car park	ERC	50kW	1	3	Yes	Yes	Yes	Yes	£0.00	Mar-19	

Clarkston	Clarkston Road Goods Yard car park	ERC	50kW	1	3	Yes	Yes	Yes	Yes	£0.00	Mar-19	
Clarkston	Busby Road	ERC	50kW	1	3	Yes	Yes	Yes	Yes	£0.00	TBC	New unit to be installed by end of August 2022.

Table B.2: Privately Owned Publicly Available EV Infrastructure in ERC

Area	Location	Owner	Output	No. of Units	No. of sockets	Type 2	CHAdeMO	CCS	Contact-less	Tariff (£/kWh)	Notes
Barrhead	ASDA Barrhead	ASDA	7kW	1	2	Yes	No	No	Yes	£0.26	
Thornliebank	David Lloyd Glasgow Rouken Glen	David Lloyd	7kW	1	2	Yes	No	No	No	£0.00	Private - gym users only
Williamwood	Eastwood Health and Care Centre	NHS	7kW	1	2	Yes	No	No	No	£0.00	
Patterton	Patterton Park and Ride	ScotRail	7kW	1	2	Yes	No	No	No	£0.00	No apparent parking restrictions - free 24/7
Whitelee	Whitelee Windfarm Visitor Centre	SPEN	22kW	2	2	Yes	No	No	No	£0.00	
Barrhead	Tesco, Kelburn Street	Tesco	7kW	2	4	TBC	TBC	TBC	TBC	TBC	
Newton Mearns	The Avenue Shopping Centre	Unknown	7kW	2	2	Yes	No	No	No	£0.00	
Newton Mearns	Greenlaw Shopping Village	Unknown	50kW	2	2 cables	No	Yes	Yes	Yes	£0.40	
Uplawmoor	Uplawmoor Hotel	Uplawmoor Hotel	7kW	3	1	Yes	No	No	No	£0.00	Hotel guests and customers only