

EAST RENFREWSHIRE COUNCILCABINET24 August 2023Report by Director of EnvironmentPROPOSED ELECTRIC VEHICLE CHARGING MINIMUM FEES, TARIFFS, AND  
OVERSTAY CHARGES**PURPOSE OF REPORT**

1. The purpose of this report is to seek approval of the minimum fees, tariffs, overstay charges and grace period for overstay charges for East Renfrewshire Council's publicly available Electric Vehicle (EV) chargers. The report also seeks approval for the proposed concessionary rate for East Renfrewshire residents without access to off-street parking and outlines the proposed application process.

**RECOMMENDATIONS**

2. The Cabinet is asked to:
- a) Approve the initial minimum fees, tariffs, and overstay charges to be applied to East Renfrewshire Council's publicly available EV chargers as set out in paragraph 5 of the report;
  - b) Approve a 10 min grace period for overstay charges at Rapid Charging Units;
  - c) Approve a 10 % concession rate for East Renfrewshire residents without access to off-street parking, and
  - d) Delegate authority to the Director of Environment to revise or remove minimum fees, revise or remove the grace period applied to overstay charges, and to set, revise and remove concessionary rate for East Renfrewshire residents without access to off-street parking.

**BACKGROUND**

3. On 1<sup>st</sup> December 2022 the Cabinet:
- a. Approved in principle the introduction of EV charging tariffs on public EV charging infrastructure in East Renfrewshire;
  - b. Approved the introduction of an overstay charge on public EV charging infrastructure in East Renfrewshire; and
  - c. Delegated 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.

4. The previous cabinet report 'Proposed Introduction of Electric Vehicle Charging Tariff' can be found [here](#)<sup>1</sup>.

### Proposals

5. Following discussions with Scottish Futures Trust and other Local Authority members within Glasgow City Region, the following initial minimum fees, tariffs, overstay charges and grace period for overstay charges for East Renfrewshire Council's publicly available EV chargers are being proposed:

Charger Type	Rate per kWh	Minimum Fee	Overstay Charges
Standard Charging Units (7kW to 22kW)	£0.40	£1.00	No overstay fees
Rapid Charging Units	£0.70	£1.00	£1.00 per minute after 60 minutes, with a ten-minute grace period.

6. The proposed rates and charges per kWh match that of Glasgow City Council, North and South Lanarkshire Councils to avoid residents crossing to or from another Local authority for preferential rates.

7. The overstay charge on standard charging units proposed in the previous report has been removed. Standard charging units are typically slower charging, and take approximately 3-4 hours to fully charge an EV. By removing the overstay charge, it will enable users to fully charge their vehicle during the day, as well as overnight.

8. A concessionary rate for East Renfrewshire residents without access to off-street parking (for example a garage or driveway) will be introduced later in the year and at least two calendar months after the introduction of the base tariffs. It was advised by ChargePlace Scotland (the national network of charging infrastructure) that a phased approach would be preferable to allow residents to familiarise themselves with the infrastructure and process for tariffs in general.

9. Applications from eligible residents will be invited via a dedicated email address ([electric.vehicles@eastrenfrewshire.gov.uk](mailto:electric.vehicles@eastrenfrewshire.gov.uk)) and will be assessed by the Department to ensure eligibility. Residents should provide their ChargePlace Scotland card unique identifier number (RFID number) and home address.

10. To be eligible for the discount, the vehicle and ChargePlace Scotland card must be registered to an East Renfrewshire address and the vehicle must be for personal use only. No businesses can be affiliated with the ChargePlace Scotland account and/or vehicle for which the discount is being applied.

11. Residents with access to dedicated off-street parking within the curtilage of their property (i.e. a private driveway or garage) will not be eligible for the concession. Residents with access to a shared residential parking area (e.g. within a flatted development), but without a dedicated parking space would be eligible for the discount. Residents with dedicated parking *not* within the curtilage of their property (such as a remote garage, or dedicated parking space within a shared residential parking area) may be eligible for the concession, though this eligibility would need to be assessed on a case-by-case basis.

<sup>1</sup> Link to Agenda Item No.6 for Cabinet Meeting of 1<sup>st</sup> of December 2022:  
[https://www.eastrenfrewshire.gov.uk/media/8480/Cabinet-Item-06-01-December-2022/pdf/Cabinet\\_Item\\_06\\_-\\_01\\_December\\_2022.pdf?m=638043634307270000](https://www.eastrenfrewshire.gov.uk/media/8480/Cabinet-Item-06-01-December-2022/pdf/Cabinet_Item_06_-_01_December_2022.pdf?m=638043634307270000)

12. Successful applications will aim to be processed within 4 weeks and ChargePlace Scotland will then apply the concession at the beginning of the following month. These timescales remain indicative and subject to on-going and regular review and negotiation with ChargePlace Scotland as the new scheme is rolled out.

13. The resident concessionary tariff is proposed to be set initially at 10% per kWh for both standard and rapid chargers.

14. It should be noted that electricity prices and future demand for the chargers is not certain. Energy prices at present remain volatile and the implementation of tariffs may result in a short-term fall in usage (e.g. EV owners who are able to charge at home for cheaper may stop using the public charging network, or those from neighbouring authorities previously coming into East Renfrewshire for free charging stop doing so). It is therefore not possible to estimate income to the council from these Tariffs at this time.

15. Regardless of future usage, the recommended Tariff rates are sufficient to cover both current electricity costs to the Council and current network operation fees (i.e. ChargePlace Scotland's standard per-transaction fees for maintaining the network) as these costs are scalable (if charger usage goes down, as will electricity consumption and network fees). There is expected to be sufficient income to cover general maintenance and ad-hoc repairs to the chargers. This will be regularly reviewed following implementation to ensure the network is self-sustaining.

16. All of the above factors will be taken into account in any future revisions to the Tariffs. It is vital that the Council is able to be agile when reviewing the tariff structure in the future. Not only to react to changes in energy prices and other operating costs, but also to remain consistent with neighbouring local authorities, and the wider market. This service therefore requests delegation of powers to the Director of Environment to revise or remove any and all aspects of the Tariffs structure, including Tariff rates and overstay charges, minimum fees, the grace period applied to overstay charges, and the concessionary rate.

## **CONSULTATION**

17. Consultation has been undertaken with Local Authority partners across Glasgow City Region and Scottish Futures Trust.

## **PARTNERSHIP WORKING**

18. Not applicable.

## **IMPLICATIONS OF THE PROPOSAL**

### **Resource**

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

20. The application process for the resident discount will be reviewed at a suitable interval to ensure that the administrative burden remains proportionate and sustainable.

- 21. Legal: No legal implications
- 22. Procurement: No procurement implications.

**Equality Fairness & Rights Impact Assessment**

23. An Equalities Fairness & Rights Impact Assessment was completed as part of the previous cabinet report.

**Climate Change Impact Assessment**

24. A Climate Change Impact Assessment screening was completed as part of the previous cabinet report which concluded there is no need to complete a separate CCIA.

25. By setting the tariffs in line with 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**

26. This report sets out the initial minimum fees, tariffs, overstay charges and grace period for overstay charges to East Renfrewshire’s public chargers. The report also sets out the proposed concessionary rate for East Renfrewshire residents without access to off-street parking and outlines the proposed application process.

27. If approved, the Tariffs will be announced to the public via ChargePlace Scotland and Council communications channels at least 4 weeks in advance of them going live. Provided final Cabinet approval is confirmed before 1<sup>st</sup> September 2023, implementation will be 1st October 2023, to allow a full 4 weeks promotion of the Tariffs to residents.

**RECOMMENDATIONS**

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  - b) Approve a 10 min grace period for overstay charges at Rapid Charging Units;
  - c) Approve a 10 % concession rate for East Renfrewshire residents without access to off-street parking, and
  - d) Delegate the authority to Director of Environment to revise or remove minimum fees, revise or remove the grace period applied to overstay charges, and to set, revise and remove concessionary rate for East Renfrewshire residents without access to off-street parking.

Director of Environment

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