



Glasgow City Council

**Environment & Liveable Neighbourhoods
City Policy Committee**

**Report by George Gillespie, Executive Director of
Neighbourhoods, Regeneration and Sustainability**

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Item 4

8th October 2024

ELECTRIC VEHICLE CHARGING TARIFF REVIEW

Purpose of Report:

To provide the Committee with an update on the review of a tariff for the Council's public Electric Vehicle Charging Infrastructure (EVCI).

Recommendations:

The Committee is asked to:

- 1) Note the contents of this report.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes ☐ No ☐ consulted: Yes ☐ No ☐

1 Introduction

- 1.1 To support the adoption of electric vehicles the Council has installed 175 publicly accessible electric vehicle charging units, providing 337 charge points across the city. A further 37 units, providing 67 charging points are in the process of being installed.
- 1.2 All of these charge points are managed by ChargePlace Scotland (CPS) and can be found in carparks and at on-street locations across the city.
- 1.3 To manage the Council's rising EV charging infrastructure (EVCI) operating costs, a tariff for the Glasgow City area was introduced in April 2023.
- 1.4 A [report](#) providing an update on the introduction of the tariff was presented to this Committee on 30 Jan 2024 and this paper provides a further update.

2 EVCI Tariff

- 2.1 The original charging tariff, as shown in the tables below, was introduced to meet the increasing costs of operating the Council's public EVCI and charges were set in relation to associated cost factors i.e., rated electricity usage, maintenance and repair, with the CPS costs for network management covered through the introduction of a fixed connection fee.

| Charging Unit | Connection Fee |
|--------------------|----------------|
| All charging units | £1.00 |

| Charging Unit | Rate per kWh |
|--------------------------------------|---------------|
| Standard Charging units (7kW – 22kW) | £0.40 per kWh |
| Rapid Charging units (50kW – 150kW) | £0.70 per kWh |

- 2.2 A fixed overstay charge of £40 is automatically applied for those staying beyond the maximum permitted duration of stay as follows:

| Charging Unit | Maximum Duration of Stay |
|---|---|
| All rapid charging units | 90 minutes |
| On-street standard charging units in city centre | 2 hours between 8am and 8pm (no charge out with these times) |
| On-street standard charging units in rest of city | 3 hours between 8am and 8pm (no charge out with these times) |
| Standard charging units in Council family car parks | 12 hours |

- 2.3 The maximum durations of stay have been revised for both rapid charging units and in off-street carparks, to allow for longer charging sessions in response to feedback from members of the public, as presented during the first update report reviewing the tariff performance.

3 Tariff Comparison

- 3.1 When looking at tariffs more broadly, the tariffs applied in a selection of neighbouring and close-by local authorities have been examined, with the

inclusion of Edinburgh, as a comparable city. Whilst there are some variations in tariffs and overstay fees, Glasgow is positioned similarly in relation to charging tariffs, while charging slightly higher fees for overstay than most.

| Authority | Connection Fee | Tariff at 7kW (kWh) | Tariff at 22kW (kWh) | Tariff at 50kW+ (kWh) | Overstay Fee |
|---------------------|----------------|---------------------|----------------------|-----------------------|-------------------------------------|
| East Dunbartonshire | N/A | £0.40 | £0.40 | £0.70 | £30 (only on 50kW+) |
| East Renfrewshire | £1.00 | £0.45 | £0.40 | £0.70 | £1/min (only on 50kW+ after 1 hour) |
| Edinburgh | £1.00 | £0.48 | £0.53 | £0.55 | £30 (on all EVCI) |
| Glasgow | £1.00 | £0.40 | £0.40 | £0.70 | £40 (on all EVCI) |
| Inverclyde | £1.00 | £0.50 | £0.50 | £0.75 | N/A |
| North Lanarkshire | N/A | £0.40 | £0.40 | £0.70 | £30 (only on 50kW+) |
| South Lanarkshire | N/A | £0.40 | £0.40 | £0.70 | £30 (only on 50kW+) |
| West Dunbartonshire | £1.00 | £0.40 | £0.40 | £0.50 | N/A |
| Renfrewshire | N/A | £0.45 | £0.45 | £0.75 | £50 (only on 50kW+) |

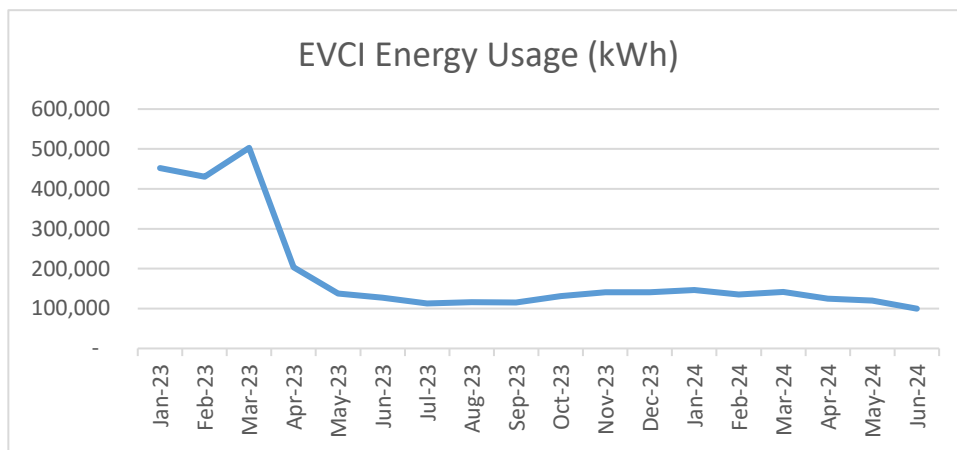
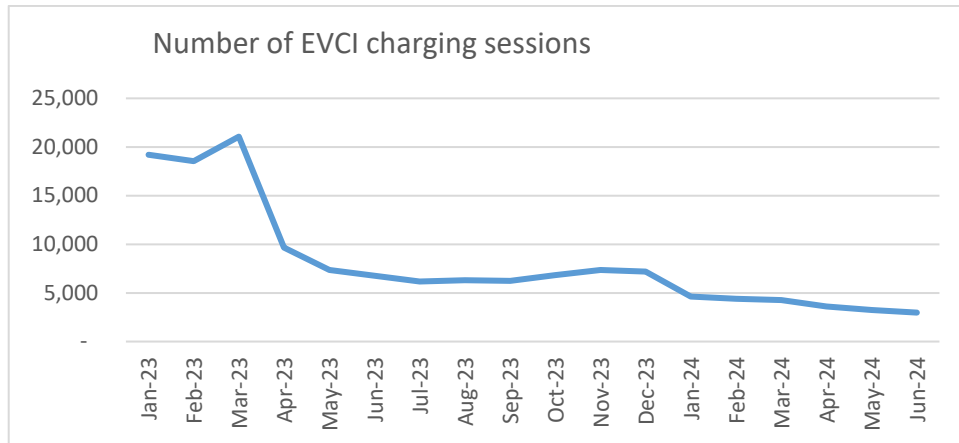
- 3.2 Feedback from Scottish Futures Trust confirms that the Glasgow tariff remains commensurate with current market rates and enables continued additional infrastructure investment by the private sector, which requires a minimum level of tariff to be able to underwrite capital investment in new infrastructure. The increased number of commercial EV offerings in the city are evidence of this being achieved.

4 EVCI Network Demand

- 4.1 Prior to the introduction of the tariff, engagement by officers with neighbouring local authorities revealed that the implementation of charges for use of EVCI could see usage rates drop by approximately 50%, as drivers opted to charge their vehicles at home instead.
- 4.2 Electricity usage and data showing the number of charging sessions undertaken on Glasgow's infrastructure are shown in the table and graphs below, and outlines the extent of the declining trend in EVCI usage.

| | Energy Usage (kWh) | Charging Sessions |
|--------|--------------------|-------------------|
| Jan-23 | 452,313 | 19,196 |
| Feb-23 | 430,871 | 18,532 |
| Mar-23 | 502,906 | 21,062 |
| Apr-23 | 203,651 | 9,653 |
| May-23 | 137,649 | 7,352 |
| Jun-23 | 126,838 | 6,755 |
| Jul-23 | 113,163 | 6,180 |
| Aug-23 | 116,274 | 6,303 |
| Sep-23 | 115,495 | 6,249 |
| Oct-23 | 131,116 | 6,840 |

| | | |
|--------|---------|-------|
| Nov-23 | 141,089 | 7,362 |
| Dec-23 | 140,728 | 7,203 |
| Jan-24 | 146,367 | 4,634 |
| Feb-24 | 135,333 | 4,339 |
| Mar-24 | 141,510 | 4,250 |
| Apr-24 | 124,531 | 3,612 |
| May-24 | 119,863 | 3,258 |
| Jun-24 | 99,760 | 2,976 |



Energy Usage & Charging Sessions by Month

- 4.3 When looking at a 3-month average, the number of charging sessions from April to June 2023, immediately after the tariff was introduced, fell by approximately 60%, with energy usage down by 66% when compared with January to March 2023.
- 4.4 Taking a direct comparison of the same time of the year, pre and post tariff, showed that average usage from January to March 2024 saw that reduction in charging sessions increase to approximately 77%, with an increased reduction in energy use to 70%, when compared with January to March 2023.
- 4.5 While there are some seasonal variations to be expected, with a slight increase in demand during the winter months in response to the effect of the cold on EV batteries and more energy being required for driving in adverse weather, the

usage of EVCI remains significantly lower following introduction of the tariff of charges.

- 4.6 Whilst there was an expectation that usage of public EVCI would drop following the introduction of a tariff, drop off rates have been steeper than those experienced elsewhere locally. It is surmised that this is due to Glasgow having higher volumes of traffic commuting into the city for retail, work, and leisure.
- 4.7 With a significant volume of data now available for analysis it can be reasonably concluded that the majority of users had been accessing free EV charging in Glasgow but have off-street parking at home with the ability to access cheaper EV charging rates or, are charging locally where they stay out with Glasgow. As a comparison, for those with off-street parking at home, electricity tariffs are typically available for EV charging from only £0.07/ kWh, compared with £0.40/kWh or £0.70/kWh at public charge points in Glasgow, depending on the type of charger used.

5 EVCI Income

- 5.1 The table below shows the income position since the introduction of the tariff, with a rolling deficit in payments received. ChargePlace Scotland (CPS) is responsible for managing payments from network users and remitting monthly to charge point owners, with payments usually transferred to the Council after 3 months.
- 5.2 CPS has several ways to encourage network user payment, including suspension of accounts / limited access to the national CPS network and will provide outstanding collected income to the Council in due course.
- 5.3 For FY 23/24, £724,657 was payable from CPS, with £184,902 received to date in FY24/25.

| | Income Received (£) | Yet to be Collected by CPS (£) | Total Expected Income (£) |
|--------------|---------------------|--------------------------------|---------------------------|
| July-23 | 63,944.73 | 7,343.94 | 71,288.67 |
| August-23 | 62,191.95 | 7,557.35 | 69,749.30 |
| September-23 | 65,504.77 | 6,218.70 | 71,723.47 |
| October-23 | 74,533.43 | 7,188.91 | 81,722.34 |
| November-23 | 73,934.62 | 14,800.68 | 88,735.30 |
| December-23 | 76,124.47 | 12,589.99 | 88,714.45 |
| January-24 | 71,378.71 | 16,729.93 | 88,108.64 |
| February-24 | 66,193.74 | 18,914.48 | 85,108.22 |
| March-24 | 61,678.06 | 17,828.60 | 79,506.66 |
| April-24 | 32,870.61 | 34,723.95 | 67,594.56 |
| May-24 | 43,626.11 | 17,667.46 | 61,293.57 |
| June-24 | 38,161.52 | 17,852.82 | 56,014.34 |

6 Network user feedback

6.1 Since the introduction of the charging tariff, feedback from users has settled with the main issues now raised being:

- disputed overstay charges
- on-street EV bays awaiting the implementation of TROs, which suffer from non-EVs parking in these spaces and will be resolved by the TRO enabling the Council to deploy its enforcement powers
- requests for new chargers to be situated closer to individual's homes
- a small number of requests asking for overstay periods to be further extended

7 Glasgow City and Wider Regional EV Strategy

7.1 On 30th November 2023, a [report](#) outlining the future approach to public EVCI was presented to the City Administration Committee for approval. This report identified the future approach to development of EVCI in the city would be part of a Glasgow City Region (GCR) approach, through the development of a concession contract with the private sector.

7.2 Approval was given for the recommendations of that report and work is ongoing at this time with the GCR and the Scottish Futures Trust to develop a concession contract, which is anticipated to be in place, later in 2025.

7.3 A review undertaken by consultants on behalf of the Council in 2023, identified that there will be a need for several thousand additional charging points in Glasgow by 2030 with the expectation of mass adoption of EVs in line with Government targets for zero emission vehicles. The capital requirement for development of this network and the associated usage risk, will be passed to the successful bidder as part of the GCR EVCI concession contract.

8 Review of Tariff and Overstay Charges

8.1 While usage levels have dropped since the introduction of the tariff this was not unexpected and income targets were set accordingly however, current usage levels of the EVCI network sit significantly below the levels anticipated. This disparity has been due to the Council having no initial data to demonstrate where users of the network were coming from or their capacity for home EV charging, which data now suggests is likely to be most of the initial users of Glasgow's public EVCI.

8.2 Modelling has therefore been undertaken to understand the effects and changes from increasing and decreasing the tariff, which SFT has confirmed is comparable with current market rates, based upon current and forecast usage levels. When taking into account that the alternative cost of charging EVs at home is significantly cheaper, reductions in the tariff are unlikely to have a noticeable effect on usage, while price increases are likely to be unpopular since most of the current users will be those that live in the city without the means to charge at home.

- 8.3 It is therefore proposed that there are no further changes to the tariff or overstay fees at this time and that a review of this will be undertaken in Autumn 2025.

9 Policy and Resource Implications

Resource Implications:

| | |
|---------------------|--|
| <i>Financial:</i> | Use of the tariff is generating revenue to support the ongoing operational management and costs of the network. |
| <i>Legal:</i> | There are no legal impediments to introduction of tariff and overstay fees. |
| <i>Personnel:</i> | There are no personnel considerations at this time. |
| <i>Procurement:</i> | No procurement implications at this time. The back-office is an existing service currently offered by the nationally procured provider. Future arrangements may necessitate further procurement. |

Council Strategic Plan: Specify which Grand Challenge (s) and Mission (s) the proposal supports. Where appropriate the relevant Commitment can also be listed.

The actions in this report support the Strategic Plan as follows:

Grand Challenge 3. Fight the climate emergency in a just transition to a net zero Glasgow

Mission 1: Deliver sustainable transport and travel aligned with the city region

Mission 2: Become a net zero carbon city by 2030

Equality and Socio-Economic Impacts:

| | |
|---|--|
| <i>Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.</i> | Not directly. However, the network, as part of a wider city provision, is critical to supporting the transition to EVs, particularly for users without a dedicated driveway. |
| <i>What are the potential equality impacts as a result of this report?</i> | An EQIA screening was undertaken in February 2021 and introduction of a tariff approved in April 2021. The tariff was based on an equitable model that will ultimately improve the network for all. A new EQIA |

screening was conducted in [January 2024](#). The extension of maximum durations overnight may increase demand for units at this time. Network utilisation will be reviewed, and tariff arrangements will be revised more frequently should market conditions or city demand change sufficiently.

Please highlight if the policy/proposal will help address socio-economic disadvantage.

Not directly

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:

Yes – Ongoing EV network is Action 52 of the Climate Plan.
Maintaining an EV network also supports Theme 3 – Health and Wellbeing via lower emissions.

What are the potential climate impacts as a result of this proposal?

Maintaining an EV network in the city will assist in the transition from fossil fuelled vehicles and support the reduction of carbon use.

Will the proposal contribute to Glasgow's net zero carbon target?

Yes – the introduction and ongoing review of a tariff will support the route to net carbon by providing ongoing management of the council's existing EV network, further supporting the transition from fossil-fuelled vehicles.

Privacy and Data Protection Impacts:

Are there any potential data protection impacts as a result of this report Y/N

No

If Yes, please confirm that a Data Protection Impact Assessment (DPIA) has been carried out

10 Recommendations

10.1 The Committee is asked to note the contents of this report.