



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 5

25th April 2023

INTRODUCTION OF ELECTRIC VEHICLE CHARGING TARIFF

Purpose of Report:

To provide Committee with an update on the introduction of a tariff for charging on the council's public Electric Vehicle charging infrastructure.

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 In support of Glasgow's Climate Plan and ambition for the city to be net zero carbon by 2030, the council committed to installing 300 charge points to act as a catalyst and "kickstart" the transition away from internal combustion vehicles in a paper to the Environment, Sustainability and Carbon Reduction City Policy Committee in [February 2020](#) and to the City Administration Committee in the [same month](#).
- 1.2 In [April 2021](#) the City Administration Committee (CAC) approved the Council's EV charge point policy and the introduction of a tariff on the public electric vehicle charge point network to include a rate for consumption of electricity and an overstay fee.
- 1.3 Papers on Electric Vehicle Charging Infrastructure (EVCI) were also previously taken to the Environment, Sustainability and Carbon Reduction City Policy Committee in [March 2022](#) and the Environment and Liveable Neighbourhoods City Policy Committee in [January 2023](#). This paper provides an update on the introduction of a tariff at the public charging network.

2. Council Public EV Charging Infrastructure

- 2.1 As at 1 March 2023, the council owns 306 live charge points across 159 units for public use in Glasgow, including off-street hubs and 16 'Rapid' units that will charge most vehicles to 80% in approximately 30 minutes.
- 2.2 All council owned chargers are on the Charge Place Scotland (CPS) network and can be found at <https://chargeplacescotland.org/>
- 2.3 A further 119 charge points across 63 units for public use are currently planned to go live in 2023.
- 2.4 Grant funding from several sources including Transport Scotland, Energy Savings Trust (EST) and the Department for Business, Energy and Industrial Strategy (BEIS) has been awarded but the installation programme for the remaining units referenced in section 2.3 is subject to procurement, supply chain issues, site surveys and meeting the grant funding conditions and timetables.

3 Benefits

- 3.1 In the 12 months from January to December 2022, 15,800 unique public driver accounts had used the council's public network in Glasgow for just under 160,000 charging sessions, consuming 3.05 million kWh. This is the equivalent

of approximately 10.4 million emission free miles¹ and a diversion of approximately 2,000 tonnes of CO₂².

- 3.2 The expected annual consumption in 2023/24 by the public on the council network, assuming all units in the pipeline have been installed, is around 5 million kWh. It should be noted however that this figure could be impacted by changes in energy costs and consumer behaviour.

4 Tariff

4.1 The following tariff was introduced on 11 April 2023:

- A £1.00 connection fee will be applied for every session at all charging units
- A rate of £0.40 per kWh electricity consumption at all “Standard Charging Units” of 7kw or 22kW
- A rate of £0.70 per kWh electricity consumption at all “Rapid Charging Units” of 50kW or above
- A fixed overstay fee of £40.00 for connecting to a Charging Unit beyond the maximum allowed duration. These are aligned to Parking restrictions and are:
 - o 1hr at any Rapid Charger
 - o 2 hrs at a Standard Charger onstreet in the City Centre
 - o 3 hrs at a Standard Charger onstreet in the rest of the city
 - o 4 hrs at a Standard Charger in a council family car park

Charging Unit	Rate per kWh	Connection Fee	Overstay Fee	Location	Max Stay
Rapid Charging Unit	£0.70	£1.00	£40	All locations	1 hour
Standard Charging Unit	£0.40	£1.00	£40	On-Street City Centre	2 hours
				On-Street Rest of City	3 hours
				Off-Street Car Parks	4 hours

Table 1: GCC EV Charging Tariff April 2023

4.2 The EV chargers installed by the council for public use have relied on grants to fund most of the capital outlay, however this funding has now all been received and does not cover all ongoing costs.

4.3 The new tariff has been set in relation to increased external costs. These include significantly increased electricity costs, maintenance, repair and network management costs with the connection fee covering the per-session fee imposed by the network operator. This has been modelled to ensure the network is self-sufficient with any additional revenue being used to ensure the

¹ Conversion factor of 3.4 miles/kWh

² Conversion factor of 120 g/km.

stability of the network. The tariff will also encourage expansion of the network through increased intervention of the private sector.

- 4.4 In setting its tariff, the council also reviewed the EV charging tariffs of other local authorities. Several other local authorities including those in Glasgow City Region, have recently announced increases to their own tariffs from 1 April and some neighbouring authorities have announced new consumption rates from 2 May in line with Glasgow's rates.
- 4.5 Tariff information will be displayed on all charging units and a QR code will be available for further information. The overstay charge will be applied directly to the consumer via the payment method used.
- 4.6 ChargePlace Scotland administer the charging units and tariff collection on behalf of Glasgow City Council. Any user issue regarding tariff allocation or collection will be managed by ChargePlace Scotland.
- 4.7 It should be noted that separate parking enforcement may be in operation and drivers should also ensure they are aware of parking restrictions to avoid any enforcement action.
- 4.8 A 6-month review will be conducted and will consider ongoing costs associated with the network, network demand, and arrangements for residents with no access to private parking and for commercial vehicle operators in the city. This will review will be conducted alongside the development of an Electric Vehicle Charging Strategy, which will set out our strategic approach to developing public charging in the city in years to come.
- 4.9 The tariff and pricing arrangement will then be reviewed on an annual basis or more frequently should external market conditions or city demand change sufficiently.

5 Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	Implementation of a tariff is expected to generate revenue to support the ongoing operational management and growth of the network.
<i>Legal:</i>	There are no legal impediments to introduction of tariff and overstay fees.
<i>Personnel:</i>	Resource to support potential increase in enquiries and financial reconciliation will be required with costs covered by projected income.
<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:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.

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.

What are the potential equality impacts as a result of this report?

An EQIA screening was undertaken and introduction of a tariff approved in April 2021. The tariff will be based on an equitable model that will ultimately improve the network for all.

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 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

6 Recommendations

6.1 The Committee is asked to:

1) Note the contents of this report.