

Glasgow City Council Electric Vehicle Charge Point Policy

Background

In September 2017, as part of the Scottish Government's Programme for Government, The First Minister announced that all petrol and diesel vehicles would be phased out in Scotland by 2032.

The underlying vision of a significant reduction in greenhouse gas emissions will be accompanied by marked improvements in local air quality, noise pollution and public health.

It is widely expected that electric vehicles (EVs) would be a major solution to meeting the demand for low emission personal and fleet vehicles. Although it should be recognised that there are opportunities to reduce the total number of vehicles on the road through increased active travel and co-operative models of car ownership.

There are approximately 255,000 plug-in EVs in the UK, this has risen from 100,000 in under two years and is expected to rise to between 1 and 1.4 million by 2022.

However the influx of new models in 2020 and the impact of the 0% business in kind (BIK) tax will see a sharp spike in uptake in the 2020.

Add to this the large number of commercial vehicles, particularly taxis, switching to EVs and it is anticipated that Glasgow's network will see significantly increased pressure.

A review of the Scottish Government document 'Switched on Scotland 2: An Action Plan for Growth' makes it clear that local authorities will be expected to deliver the infrastructure required to meet this rising demand.

This viewpoint is echoed by Association for Public Service Excellence (APSE) who state that 'As both Local Authority fleets and the consumer move to electric vehicles, it is important that Councils gear up to meet these new demands'.

However, it is this Council's opinion that this shift from fossil fuel vehicles to EVs by 2032 is also an opportunity to challenge the current model of personal vehicle ownership, when it is considered that even EVs contribute to congestion. The average vehicle is only used for nine hours a week, hence increasing provision of EV car club vehicles and electric bikes is also part of our wider vision for sustainable transport in Glasgow.

There is already significant support, in the form of advice, interest-free loans and grant funding offered to drivers and organisations contemplating the shift to an Ultra-Low Emission Vehicle (ULEV) and eBikes, for both the vehicle itself and charging infrastructure. This is administered by the Energy Saving Trust (EST) Scotland. More information can be found here: www.energysavingtrust.org.uk/scotland/businesses-organisations/transport/electric-vehicles-chargeplace-scotland

For users without a dedicated parking space, it may be an option to have a charge point installed at their workplace. A grant is also available for this from the EST.

The Electric Vehicle Association for Scotland (EVA), an organisation made up of EV users, have a wealth of knowledge and experience that might assist EV drivers in

making the best use of their vehicles and the charging infrastructure. More information can be found here: www.eva.scot

In December 2018, Glasgow introduced Scotland's first Low Emission Zone (LEZ). The LEZ will make significant reductions to air pollution in the city centre and when fully implemented in December 2022, will cover all vehicles. Electric vehicles are a key element when it comes to improving air quality and providing a useful and equitable charging network is essential in supporting the LEZ.

Added to this, Glasgow City Council (GCC) announced a Climate and Ecological Emergency in May 2019 and have subsequently proposed a target to become carbon neutral by 2030.

Transport accounts for approximately 25% of the City's CO₂ emissions and 13% of the Council's measured emissions, hence it is vital that Council fleet, commercial fleets and private vehicles transition to low and zero emission alternatives.

The number of charge point suppliers and the range of installers and operators mean that there is a risk of a disjointed and poorly aligned network developing within the city, leaving customers confused and disillusioned. It is essential that EV drivers have access to a consistent, affordable charge point network.

At present, the provision of charging infrastructure is being led by the Public Sector. This allows for a fair and equitable network to be established for the benefit of the City and its residents without the imposition of excessive tariffs

It should be highlighted that it is not solely the responsibility of local authorities to provide infrastructure for its citizens and visitors, but rather any organisation that encourages travel by personal vehicle should be making provision for electric vehicles, including, but not limited to, retail operations, leisure facilities, visitor attractions and employers.

Aside from a small number of examples, Scotland benefits from having a single, national network with consistent access and governance protocols in the form of Charge Place Scotland (CPS). As charge point numbers increase, there is a risk of disparity and inconsistency when multiple providers are involved. Therefore, the Council has a role to play in encouraging consistency across the city.

The innovative nature of the electric mobility sector, combined with sustainability and air quality drivers and the resultant support in government policy, means technology is evolving at an incredible rate. In response, it is tempting to adopt a 'wait and see' approach. However the focus is on local authorities to demonstrate leadership in relation to sustainable transport.

Therefore, this Policy document sets out Glasgow City Council's approach and commitment to developing a publically owned and operated EV Charge Point Network that is fair, equitable and fit-for-purpose.

Commitment

Glasgow City Council Commits to:

- Operate, maintain, expand and improve the publically available charge point network within the City at a rate that is both manageable and accommodates the rise in uptake of these vehicles.

- Ensure good geographic coverage of charging options for users. With over 2,500 electric vehicle (EV) users and over 225,700 registered vehicles in Glasgow¹ it is not possible to accommodate these individual needs however we can ensure there are charging options available throughout the city.
- Adopt a process of continual improvement to ensure the network remains fit for purpose and the terms and conditions of use remain appropriate in light of changing user numbers, demands and technological advances.
- Build on existing resources to establish a dedicated EV charge point team within the Council to help ensure a high level of operation and standards of customer service.
- Reduce the impact of our own vehicles by ensuring we transition into a zero emission fleet by 2030. More information on the Council's Fleet Strategy can be found here: www.glasgow.gov.uk/article/25007/Glasgow-City-Council-On-Road-To-Zero-Emissions-Vehicle-Fleet

Actions

In order to fulfil these commitments, the council will take the ongoing following actions, led by the Carbon Management Team:

- Increase provision of electric car-club vehicles in order to encourage a shift away from individual car ownership, with the long-term ambition of reducing congestion and improving air quality.
- Traffic Regulation Orders (TROs) will continue to be put in place for the majority of charge points to ensure the Council can legally enforce these charging spaces. This will discourage 'bay blocking' by both internal combustion engine (ICE) vehicles and un-connected EVs and help ensure the charging spaces remain available for users seeking to charge their cars.
- Continue to require the installation of charge points for all new developments. The Council's Planning Policy² sets out requirements for charge point provision in new developments.
- Within the City Centre, broadly defined by the City's Low Emission Zone³, installation of on-street charge points will be limited. Instead, Council car parks will be developed into charging hubs. This will support Council ambitions to reduce city centre traffic and support sustainable, active travel.
- Within the wider city, how to make best use of Council facilities like schools, leisure centres and visitor attractions to provide residential charging hubs out of hours, will be investigated.
- Council officers will liaise:
 - With other Glasgow public sector organisations to ensure a consistent approach is taken throughout the city.
 - With the private sector to encourage installation of charge points with terms and conditions consistent with the Council network

¹ <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-36-2017-edition/chapter-1-road-transport-vehicles/>

² Supplementary Guidance 11, Section 7: www.glasgow.gov.uk/CHttpHandler.ashx?id=36522&p=0

³ <https://www.glasgow.gov.uk/LEZ>

- With surrounding local authorities to share knowledge and experience in an effort to ensure a consistent user experience across Council boundaries.
- Council Officers will remain informed of advances in technology and changes to policies and approaches to the provision of a public network. Review the opportunities these present to Glasgow and, where appropriate, adapt our approach accordingly.
- As required, officers will provide expertise and support for third sector and community organisations considering providing a charge point.
- The Council will continue to work with Transport Scotland and Charge Place Scotland (CPS) to improve the functionality of the Charge Place Scotland (CPS) webpage and mobile application.
- The Council will explore the introduction of a tariff structure that will be levied for the use of the charge point network.
- All of the above activity will be supported by an extensive public awareness and communication campaign to both inform the city of the activity being undertaken by the Council but also to highlight the benefits of EVs, charge point and car club locations and sign-posting to additional help and advice (for example Energy Saving Trust and Home Energy Scotland).
- To support the network and ensure it is available for users, a training course will be developed for parking attendants, teaching them to identify electric vehicles and the rules around the use of the network.

Network Rules

In order to maintain the equity of the network and help ensure EV users have a consistent, affordable, accessible charging network, the following rules will be introduced and enforced.

- The Council will continue to monitor the use of on-street charging bays and will enforce the restrictions currently in place. Unless otherwise stated, these reflect the current local arrangements, for example two-hour limits in the City Centre.
- Blue Badges and Resident Parking Permits are not exempt from parking restrictions. These should be considered charging bays rather than parking bays.
- Hybrid vehicles, due to their inability charge at rates faster than 'slow', will not be allowed to utilise 'Rapid' charge points.
- There will be a 30-minute maximum stay on 'Rapid' charge points and drivers should remain with their vehicles.
- Although there may be some need for fleet operators to utilise the public infrastructure on occasion, this should not be their primary source of charging. Instead fleet operators should seek to install adequate charging facilities for their fleet and, where appropriate, customers visiting their premises.
- No organisation will be allowed to install charge points within the public realm unless they agree to GCCs terms and conditions with regards public access, liabilities, maintenance, fault response times and tariff structures.