

The Highland Council
Community Services Committee

3 November 2016

Agenda Item	13
Report No	COM 48/16

Electric Vehicle Charging

Report by Director of community Services

Summary

The Transport Scotland initiative to install Electric Vehicle Charging points at regular intervals across Scotland is under way, and an update is provided on progress in 2016/17 within Highland. Proposals for recovering costs from drivers have been delayed at national level but are expected to be implemented for April 2017. To enable the Council to recover its operating costs it is recommended that charges are introduced from April 2017.

1. Background

- 1.1 At the Community Services committee on 20 August 2016 report COM 46/15 – Electric Vehicle Charging was presented.
- 1.2 Since August 2015, Transport Scotland has continued to fund the Scottish Government's national programme for the provision of electric vehicle rapid chargers on the trunk and strategic road network.
- 1.3 Following agreement from CoSLA, funding was allocated by Transport Scotland by grant letter to Highland Council for installation in 2016/17 with the requirement that they must be installed on public owned and publicly accessible land such as car parks. Funding does not include the Council's staff costs for project management.
- 1.4 Where no suitable public space is available, Transport Scotland appoints Energy Savings Trust to work with local businesses and organisations to secure a solution.
- 1.5 Community Services is responsible for implementation of the Council's programme, delivered through Roads and Transport. The units are publicly accessible but also support the Council's moves to introduce electric vehicles into the fleet.
- 1.6 Public use is managed through a back office service operated by Charge Your Car. Transport Scotland awarded a national contract to Charge Your Car to manage and administer registration of users, sites and billing on behalf of site owners and provide a map of all sites (see www.chargeyourcar.org.uk/). Transport Scotland continues to fully fund this service at no cost to the Council. The contract was retendered by Transport Scotland with the same provider awarded the contract from Autumn 2016.
- 1.7 All hosts of electric vehicle (EV) chargers were previously requested by Transport Scotland to keep usage free until March 2016. To allow hosts to

recover their operational costs whilst avoiding differing tariffs across Scotland, the ability to implement national charging was included by Transport Scotland in their recently retendered back office administration contract. The introduction of tariffs is being linked to the appointment of the new operator and is in agreement with each host of EV chargers.

1.8 Highland Council own 20 EV rapid chargers (**see Appendix A**).

2. Programme

2.1 The national programme consists of a combination of Rapid (50kW), Semi Rapid, (22kW), Medium (22kW) and 7kW chargers.

Recharge times are:	Rapids	30 minutes
	Semi Rapid	1 hour
	Medium	4 hours
	7kW	8 hours/overnight

2.2 Transport Scotland confirmed funding for a further three rapid chargers to be located in:

- Ullapool (providing a publicly accessible facility outside of the port);
- Fort Augustus (completing the A82 route between Inverness and Fort William); and
- Achnasheen (strengthens the west Highland network).

These are programmed to be installed during the remainder of 2016/17 and will strengthen the Highland network.

2.3 The Council is also able to make use of three fast chargers which have been replaced by rapid chargers. One is being installed in the Town House Car Park, Inverness. It is intended to install the others at Dingwall and Golspie offices. With support from the Council's Carbon Clever programme it is now intended to install a Semi-Rapid charger in Dornoch rather than the fast charge as previously agreed with Transport Scotland, providing a 1 hour recharging facility rather than 4 hours.

2.4 Transport Scotland's programme for rapid chargers includes using the Energy Savings Trust to work with other parties. The Council is working with HLH and other partners to identify where chargers could be installed. NHS Highland has recently installed 6 EV chargers on their estate. There are also 6 rapid chargers located at ferry terminals and publicly accessible privately owned sites operated by other and these are shown in **Appendix A**.

3. Costs

3.1 Capital costs of the chargers are funded by Transport Scotland under their national programme and in 2106/17 by the Council for one unit.

3.2 Electricity and maintenance costs are met by Highland Council from within existing budgets. There is no strategic duty to provide EV chargers but there is a national strategic objective to increase the number and usage of EV vehicles.

3.3 Operators of sites funded by Transport Scotland and The Energy Savings Trust are reviewing their costs and introducing charges. Moray and Shetland Councils have recently introduced charges as has the Sheil Bridge shop and filling station. The latter is charging 15p per KwHr with a minimum charge of £1.5, whilst the former are charging between £3.5 and £5 per usage irrespective of electricity consumed.

3.4 In the 12 months to 31 August 2016 45,000 Kw/Hr of electricity was consumed as shown in the following table:

Site	Charger	Usage	Electricity KwHr	HC Cost (£)
Broom Place Portree (HC usage)	Slow	50	485	53
Highland Council HQ (HC usage)	Slow	306	2,409	265
Camanachd Car Park Fort William Fast	Fast	62	123	14
Camanachd Car Park Fort William Rapid	Rapid	595	8,983	988
West Bay Car Park, Mallaig *	Rapid	21	312	34
Bayfield Car Park, Portree	Rapid	171	1,433	158
Queen Street Car Park, Tain	Rapid	418	4,663	513
Public Toilet Car Park, B9152 Grampian Road, Aviemore	Rapid	549	5,142	566
Burnfield Avenue Car Park, Grantown-on-Spey	Rapid	84	879	97
Gynack Road Car Park, Kingussie	Rapid	131	1,100	121
Tourist Information Car Park, Drumnadrochit	Rapid	366	3,259	358
Public Toilet Car Park, Scourie *	Rapid	11	68	7
War Memorial Car Park, Durness *	Rapid	8	70	8
Public Toilet Car Park, Melvich *	Rapid	40	477	52
Cathedral Car Park Inverness	Rapid	918	9,751	1,073
Dunrobin Street Car Park, Helmsdale	Rapid	183	1,492	164
Victoria Place Car Park, Wick	Rapid	195	1,271	140
Tongue car park, Tongue *	Rapid	51	261	29
Inchwannie Court Car Park, Dingwall	Rapid	205	1,380	152
Court House Lane Car Park, Nairn	Rapid	124	1,419	156
Roy Bridge *	Rapid	0	0	0
Total		4488	44,977	4,947

3.5 External maintenance costs are currently £500 per unit for 3 years, with internal costs at about a similar level, totalling about £1,000 per unit every three years or £333 per year. For 24 units future annual maintenance costs are estimated to be £8,000, whilst electricity costs of £5,000 to £6,000 are expected. For 2017/18 the estimated cost of provision of EV chargers is £14,000.

3.6 To ensure full recovery of operating costs of £14,000 would require either:

- charge for usage of £3 irrespective of electricity consumed;
- charge 30p per KwHr; or
- charge 30p per KwHr with a minimum usage of charge of £1.5 to encourage home charging.

- 3.7 The EV charger network is not yet complete nor in some areas robust especially at the five sites marked with an * in para 3.4 above. There are ongoing issues with power outages and poor 2G mobile signal coverage, which is a national issue in the rural areas. It is recommended that full cost recovery in 2017/18 is not pursued. A lower charge is considered advisable for 2017/18 similar to that of the domestic tariff of 15p per kWhr with a minimum charge of £1.5 to encourage home charging and that due to the above power and mobile coverage issues these charges are introduced where operational and prompt maintenance attendance is possible.
- 3.8 The level of charges will be reviewed after the first year and annually thereafter with a view to securing full cost recovery in the second year.

4. Implications

- 4.1 There are financial implications if charges are not introduced, with operating costs (currently about £14K per annum) creating a budgetary pressure. With introduction of charges it is expected there will be a continuing pressure in 2017/18 of £7k.
- 4.2 The introduction of EV chargers will have a positive implication for Climate Change and Carbon Clever. A rural benefit is expected by enabling operation of electric powered vehicles in remote areas.
- 4.3 There are legal and risk implications where SSE have identified requirements for wayleaves for power connections. There is a continuing risk of delay in the commissioning of the site at Uig associated with land transfer to enable SSE wayleave agreements.
- 4.4 No equality or Gaelic implications have been identified.

Recommendation

The Committee is invited to:

- note the progress made and that Transport Scotland are expected to make proposals for recovery of electricity costs by Councils starting in 2017; and
- approve the introduction of charges for usage of the Council's electric vehicle chargers as from April 2017 of 15p per Kw/hr with a minimum total fee of £1.50 and that these are introduced for those sites where it is practicable to ensure a reliable level of continuous operation.

Designation: Head of Roads and Transport

Date: 11 October 2016

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Background Papers: Community Services Report