

The Highland Council
Community Services Committee
20 August 2015

Agenda Item	18
Report No	COM 46/15

Electric Vehicle Charging

Report by Director of community Services

Summary

The report provides an update on progress within Highland. Proposals for recovering costs from drivers will be forthcoming from Transport Scotland in anticipation of starting to collect income in 2016.

1. Background

- 1.1 In 2012/13 Transport Scotland commenced a national programme to install a countrywide charging infrastructure network to enable electric vehicles to be driven throughout Scotland. The strategy, supported by the Governments publication of Switched on Scotland, is to provide facilities at 35 mile intervals.
- 1.2 Transport Scotland has been funding the programme with funding secured from the UK Office for Low Emission Vehicles (OLEV) and increasingly from their own resources.
- 1.3 Following agreement from CoSLA funding is allocated by Transport Scotland by grant letter to Highland Council. The general locations for chargers are specified, with the requirement that they must be installed on public owned and publicly accessible land such as car parks. Funding does not include the Councils staff costs for project management.
- 1.4 Where no suitable public space is available, Transport Scotland appoints Energy Saving Trust to work with local businesses and organisations to secure a solution.
- 1.5 Community Services is responsible for implementation of the Councils programme. This has been delivered through Roads & Transport. The units are publically 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 You 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 fully fund this service at no cost to the Council. The contract is to be retendered by Transport Scotland with the new provider in

place for the summer of 2016.

- 1.7 All hosts of EV chargers have been requested by Transport Scotland to keep usage free until March 2016. To allow owners to recover operational costs whilst avoiding differing tariffs across Scotland, national guidance on charging is being developed by Transport Scotland. The guidance is due for publication later in the year. It is considered appropriate that the introduction of tariffs should be linked to the new operator being appointed in the summer of 2016. In the short term it is expected that electricity costs to the Council will be low due to relatively low number of electric vehicles on the roads, but this will be closely monitored.

2. Programme

- 2.1 The national programme consists of a combination of Rapid (50kW), Medium (22kW) and 7kW chargers.
Recharge times are:

Rapids	<30minues
Medium	4 hours
7kW	8 hours/overnight
- 2.2 Highland Council is installing 18 rapid chargers in the locations show in **Appendix A**. The charger units have been installed, Inverness and Helmsdale will be operational by 14th August, the other 16 sites are scheduled to go live over the coming months as power connections are completed.
- 2.3 Transport Scotland has recently confirmed funding for a further two rapid chargers to be located in Dingwall and Nairn (**see Appendix A**). These will be installed during the remainder of 2015 and will strengthen the routes east, north and north west of Inverness.
- 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 is progressing the installation of 6 rapid chargers on their estate. There are also 6 rapid chargers located at ferry terminals and publicity accessible privately owned sites operated by others; these are shown in **Appendix A**.

3. Implications

- 3.1 There will be a requirement to address future charges for use of electricity to recover operational costs. 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.
- 3.2 There are legal and risk implications where SSE have identified requirements for three wayleaves for power connections. There is a risk of delay in the commissioning of three sites are Uig, Broadford and Roy Bridge whilst SSE complete the wayleave agreements.
- 3.4 No equality or gaelic implications have been identified.

Recommendation

Members are invited to note the progress made and that Transport Scotland are expected to make proposals for recovery of electricity costs by Councils starting next year.

Designation: Director of Community Services

Date: 6 August 2015

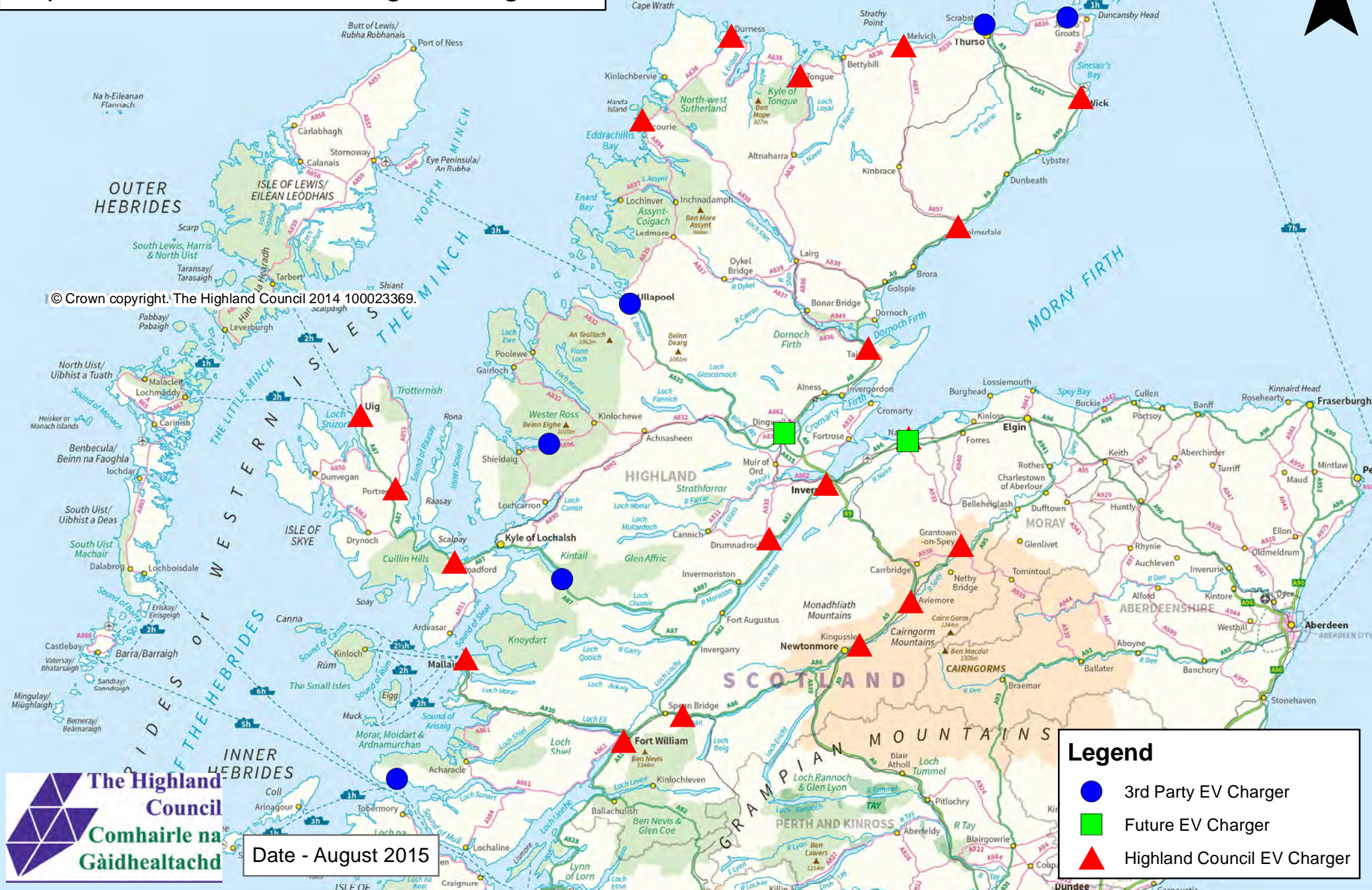
Author: Robin Pope

Background Papers:

Appendix A Rapid Electric Vehicle Chargers - Highland



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Date - August 2015

Legend

- 3rd Party EV Charger
- Future EV Charger
- ▲ Highland Council EV Charger