

**Glasgow City Council****Environment, Sustainability and Carbon Reduction City Policy Committee****Report by Executive Director of Neighbourhoods & Sustainability****Contact: Duncan Booker Ext: 75573****DEVELOPMENT OF ELECTRIC VEHICLE STRATEGY****Purpose of Report:**

The purpose of this paper is to update elected members on progress in the development of a new electric vehicle strategy for the city.

**Recommendations:**

It is recommended that the Committee:

- notes the progress made in developing the electric vehicle charging point network in the city.
- notes the intention to engage further with a wide range of stakeholders in order to inform a new strategy on electric vehicles.
- supports the participation of elected members in shaping the direction of the new strategy.
- notes that a draft strategy on electric vehicles will be presented to this committee for consideration in March 2019.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes  No  Consulted: Yes ✓ No

## 1. Background

- 1.1 The Council Strategic Plan states a clear commitment to shifting the city's transport system away from hydrocarbons and towards more sustainable and active modes of travel. Electric vehicles are a key means of delivering this aim as they emit no greenhouse gases or other pollutants from the tailpipe which can damage air quality.
- 1.2 The Council's commitments in this area are supported by national ambitions to decarbonise the transport system. This is in a local and national context where the carbon emissions from transport are not matching reductions in other sectors – and as a consequence are rising as a proportion of the overall total.
- 1.3 In September 2017 the Programme for Government announced that the Scottish Government intends to phase out all petrol and diesel vehicles by 2032. In October, it was further stated that Glasgow would introduce Scotland's first low emission zone. Taken together, these actions will be part of a major shift for the city and the nation towards cleaner air and a lower carbon transport system.
- 1.4 The underlying vision for a significant reduction in greenhouse gas emissions from the transport sector will be accompanied by multiple linked benefits. They include marked improvements in local air quality, reductions in noise pollution and consequent benefits for public health.
- 1.5 It is widely understood that electric vehicles will be the primary solution to meeting the demand for personal and fleet vehicles as hydrocarbons are phased out as a fuel source. Similarly, the Scottish Government makes it clear in its policy document *Switched on Scotland 2: An Action Plan for Growth* that local authorities will be expected to deliver the infrastructure required to meet this rising demand. Elected members can access this document at <https://www.transport.gov.scot/publication/switched-on-scotland-phase-two-an-action-plan-for-growth/>
- 1.6 This viewpoint is echoed by the Association for Public Service Excellence (APSE), which links debate on such issues across both Scottish and UK local government. It has stated in a recent study 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'.
- 1.7 This is a significant set of considerations for the Council in its work on building a more sustainable city. Transport is a key element of this agenda and one for which electric vehicles are a major contributory component.

## **2. Current position in Glasgow**

- 2.1 At present, there are approximately 100,000 electric vehicles in the UK. This is expected to rise to between 1 and 1.4 million by 2022, which represents at least a ten-fold increase in five years.
- 2.2 Glasgow is already the main commuter destination in west-central Scotland, as well as home to the largest city population in the country. It hosts a number of major road transport links, including urban motorways, making Glasgow a primary destination and an important location for drivers to top-up their vehicles' electric charge. It also has a significant residential demand for charge points. This means that any public charging network will require to meet the needs of three distinct user groups:
- Commercial operators - such as taxi fleets and couriers.
  - Destination chargers for visitors to the city (residents and non-residents).
  - Residential charging, which is particularly challenging in areas with a high proportion of tenemental properties and without dedicated parking
- 2.5 There are currently 101 public charge points installed in 36 locations throughout the city. There will be a significant increase on this figure to around 165 by the end of financial year 2018/19 (see section 4.3 below).
- 2.7 During the last 12 months (November 2017 to October 2018), nearly 33,000 charging sessions were initiated by over 2,530 distinct users in Glasgow. This equates to around 25 users per charge point. It represents a 15% increase in users compared to the previous 12 month period (up from 2,200). This trend is set to continue and, if local trends follow national projections, this figure will rise to approximately 25,000 users over the next five years.
- 2.9 These sessions consumed over 281,000 kWh of electricity over the past 12 months - which will have powered nearly 1,000,000 miles of emission-free travel. There is therefore a clear potential for further decarbonisation of transport, together with positive implications for cleaner air, through increasing both the use of electric vehicles in Glasgow and the replacement rate of traditional vehicle types.

## **3. Developing a strategy**

- 3.1 User expectations are gaining momentum across Scotland – particularly in terms of the availability and accessibility of a public charging network that can ensure adequate range for electric vehicles within cities and across the nation. In this light, it is important that the messages which the Council promotes on this issue remain consistent and clearly supportive of the electric vehicle agenda.
- 3.2 Work is being undertaken to establish a Council strategy on electric vehicles in order to refresh the city's approach to this important area and ensure that it is suited to rising future demand. Consultation has been conducted with both Council officers and with elected members. The next step in this process is a

programme of public engagement, which is in the process of being developed. One of the principal partners the Electric Vehicle Association for Scotland, which will assist with their member engagement and distribute consultation materials. The intention is also to engage with Community Councils and other resident groups, as well as particular sectors such as the licensed taxi trade.

- 3.3 The new strategy will address issues such as access to charge points for the various user types, terms of use and enforcement, incentives for network users and a statement of commitment from the Council.
- 3.5 Opportunities around grant funding and private investment through concession models and advertising revenue are also being investigated through a process of soft market testing.
- 3.6 Two recent electric vehicle events run by the Council were extremely well received and offered opportunities to engage with both businesses and residents. One was called 'Greenfleet' and was targeted at commercial operators and fleet managers. It was held on 5 October 2018 at the Riverside Museum. A second event took place on 6 October 2018, again at the Riverside Museum, for members of the public, with nearly 150 drivers testing electric vehicles that are currently available on the market. Similar events are being planned for 2019.
- 3.7 These events form part of a communication programme that is being developed with the aim of improving engagement with members of the public and fleet operators within the city. There will also be opportunities to link this public discussion with the development of Scotland's first Low Emission Zone in Glasgow city centre.

#### **4. Next steps**

- 4.1 *Switched on Scotland 2: An Action Plan for Growth* states three key actions as the primary means through which the Scottish Government will support local authorities in expanding and improving the network. They are to:
  - Support local authorities in deploying measures that encourage adoption of electric vehicles.
  - Support the development of innovative electric vehicle charging hubs across Scotland.
  - Support the increased deployment of public charging infrastructure by developing the Charge Place Scotland network.
- 4.2 Increasingly, charge points are being viewed as an amenity by customers, which can give a competitive advantage to venues with a charging infrastructure. By extension, being seen as an electric vehicle-friendly destination will have economic benefits for the city.
- 4.3 The Council was recently awarded £625,000 from Transport Scotland to further develop the charging network. This will allow around 66 new public charge points to be installed, subject to grid connection costs.

4.4 An additional £2.5 million has been sought from Transport Scotland's Switched-on Towns and Cities Challenge Fund. An announcement of funding will be made in November 2018. If successful, this project will be delivered in four key phases.

1. A) Up to 70 additional public charge points will be installed at various locations throughout the city, which will be identified through existing criteria.

B) A trial will be run in an on-street residential setting with a view to addressing barriers to charging for users without a dedicated parking space. In parallel, an electric vehicle parking permit scheme will be investigated to address the issue of enforcement and availability.

C) The number of electric vehicles offered by the city's car club will increase from 3 to 12. This will serve the twin functions of increasing the availability of car club vehicles for Glasgow residents and visitors, as well as raising awareness and visibility of electric vehicles.

2. The replacement of 100 diesel cars and vans (10% of the Council's fleet) with electric vehicles along with suitable charging facilities.

3. The trial of one bespoke and one retrofitted electric refuse collection vehicles and installation of 3-phase charge points. The outcomes of this study will inform future 'heavy' vehicle procurement strategy.

4. Development of an electric vehicle taxi rank and charging hub to facilitate charges of both private and black taxis.

4.5 The potential projects described above are extremely ambitious and give members a good sense of where the Council is looking to take this agenda. The new policy on electric vehicles will send out a clear signal to residents, businesses and investors that Glasgow is actively pursuing a low carbon, low emissions transport system, a draft of which will be presented to elected members early in 2019.

## 5. Policy and Resource Implications

### Resource Implications:

Financial: For capital costs, there are limited financial implications over the next two years due to grant funding from Transport Scotland. However, there are currently revenue costs for electricity in the order of £40k annually and this will rise as uptake increases.

Legal: Legal Services will be required to review the final policy to ensure that the Council is fulfilling its obligations.

**Personnel:** The network has reached a point where the ongoing management and future expansion will require additional resource. If the Switched on Towns & Cities funding bid is successful, permission will be sought to recruit a project manager and administration resource.

**Procurement:** A full procurement process will be undertaken for the 2018/19 and 2019/20 installation programme.

**Council Strategic Plan:** This work supports the Sustainable City theme of the Council's Strategic Plan and is aligned to commitment number 55.

### **Equality Impacts:**

*EQIA carried out:* See undernoted link -

<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=43307&p=0>

*Outcome:* Positive impacts on all equality groups from low emissions vehicles.

### **Sustainability Impacts:**

*Environmental:* Electric vehicles produce substantially lower emissions of both greenhouse gases and air pollutants than current vehicles.

*Social:* The transition to a higher proportion of electric vehicles on the roads will help to improve air quality for all, especially more vulnerable Glaswegians.

*Economic:* A more sustainable city is a key element in supporting competitiveness and inclusive economic growth.

## **6. Recommendations**

It is recommended that the Committee:

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