

Transport and Environment Committee

10.00am, Thursday, 31 March 2022

Implementing Electric Vehicle Charging Points

Executive/routine Wards	Executive 5 – Inverleith, 7 - Sighthill/Gorgie, 10 – Morningside, 11 - City Centre, 12 - Leith Walk, 13 - Leith 17 - Portobello/Craigmillar
Council Commitments	18, 19

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
- 1.1.1 Notes the results of the formal advertising of the Traffic Regulation Order (TRO) for introducing Electric Vehicle (EV) charge points at various locations and the detail of the objections received, as set out in Appendix 2 of this report;
 - 1.1.2 Approves the removal of India Street from the TRO proposals as a result of detailed consideration of the objections received for this location and the other issues identified;
 - 1.1.3 Notes that EV charge points will be implemented at the other locations set out in this report;
 - 1.1.4 Agrees to proceed with introducing EV charge points at all other locations, as set out in this report; and
 - 1.1.5 Notes the progress made on the broader On-Street Electric Vehicle Charger project, the charging tariffs and the proposed approach for enforcement of EV charge points.

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Implementing Electric Vehicle Charging Points

2. Executive Summary

- 2.1 This report details the outcome of the advertisement of the draft Traffic Regulation Order (TRO) for introducing Electric Vehicle (EV) charge points at various locations, considers the content of the objections made by respondents and makes recommendations based on the findings of that analysis.
- 2.2 It seeks the authority to remove the India Street location from these proposals, and to proceed to implement the remaining EV charging bays.
- 2.3 The report also provides a progress update on the broader implementation of the On-Street EV Charger project and provides some detail around some of the additional work packages relating to EV charging.

3. Background

- 3.1 On [5 March 2019](#), Transport and Environment Committee approved the commencement of the legal process to install EV charging points at 11 on-street locations within the city (as shown in Appendix 1).
- 3.2 In November 2021, the Council formally advertised the draft TRO in accordance with legislative requirements. This report considers the objections received from that legal process and determines the next steps for the advertised TRO.
- 3.3 It should be noted that the introduction of new EV charging points strongly supports the Council's City Mobility Plan (CMP), which was approved by Committee on [19 February 2021](#).
- 3.4 With transport known to be the single biggest contributor to greenhouse gas emissions, including carbon, the CMP was developed in recognition that the Council's transport policies and practices have to change if the challenge of becoming a net carbon zero city by 2030 is to be achieved. '*Reducing harmful emissions from road transport*' is a primary objective and is supported by a range of policies including '*Encourage the switch to cleaner vehicles by supporting the growth of electric vehicle infrastructure, including*

the development of a citywide charging network, and monitoring progress in other low and zero emission technologies’.

- 3.5 Previous Business Bulletins on [28 January 2021](#) and [14 October 2021](#) have provided Committee with key updates on the progress of the EV On-Street Charger project, and on 24 February 2022 the Council approved the [Coalition Budget Motion 2022-23](#), which comprised setting new tariffs for EV chargers.

4. Main report

- 4.1 This report details the results of the formal advertising of the draft TRO that would introduce EV charging points at 11 on-street locations within the city. It also provides a progress update on the broader implementation of the On-Street EV Charger project and the additional work packages which are linked to EVs.

TRO for new on-street EV charging points

- 4.2 The draft order for new on-street EV charging points was advertised on 19 November 2021 in accordance with legislative requirements, with the consultation period ending on 10 December 2021. Notifications were sent out by email and by letter to consultees and details of the consultation were posted on the Council’s website and on the [Tellmesotland website](#).

- 4.3 Of the 11 on-street locations which were proposed for EV charging points, two of these locations received objections, namely East London Street and India Street.

East London Street

- 4.4 Three objections were received for the proposed location at East London Street. Due to the time constraints linked to the external funding for these EV charging points, whereby commitments had to be given to Transport Scotland on specific sites in order that funding could be accrued into 2022/23 (under the Delegated Authority set out in the Council’s [Scheme of Delegation](#) (paragraph 86, Appendix 5) these objections have already been set aside.

India Street

- 4.5 Fifteen (15) objections were received for the proposed location at India Street. These objections are detailed in Appendix 2 and have been grouped by objection theme, as many of the objections referred to more than one theme.
- 4.6 The 15 objections that were raised for India Street primarily concerned the perception from residents that the quiet cul-de-sac nature of India Street would be severely impacted by the installation of the proposed EV charging points at this location. Their concerns included a potential increase in vehicle

movements, additional noise due to the use of the EV charging points by taxis at unsociable hours and a loss of permit parking spaces for India Street residents.

- 4.7 In addition to the formal objections received to the TRO proposals for India Street, further issues have been identified through site investigations that would present significant challenges for installing the proposed EV charging points at this location including:
- 4.7.1 The proposed grid connection from Scottish Power Energy Networks (SPEN) comes from a substation located on the west side of Gloucester Street. Proceeding with the proposed EV charging points in India Street would therefore require over 140m of track to be excavated across two roads, within the setted cobbles on Gloucester Street, Gloucester Place and India Street;
- 4.7.2 The excavation work required to provide the electrical connections for the EV charging points is significant and would require diversion routes to be put in place, causing significant disruption. There is also a high risk that works will disrupt the historic streetscape of this street, which is within the World Heritage Site; and
- 4.7.3 Progressing works in India Street would also present further risks of significant financial cost and negative impacts to delivery timescales for the broader EV project programme.
- 4.8 Based on the number and nature of the objections received for India Street and due to the challenges in securing a power connection for the EV charging units, it is recommended that the location in India Street is not taken forward.
- 4.9 If Committee agree to remove India Street from the Order, the chargers proposed for this location will be reassigned to Heriot Row and to the Hermiston Park and Ride site, as detailed within the project update below.

On-Street Electric Vehicle Chargers project update

- 4.10 As previously reported to Committee, the Council is currently rolling out EV charging points as part of a project funded by Transport Scotland's Switched on Towns and Cities Challenge fund.
- 4.11 The initial scope for this project was to deliver a total of 66 charging points at 13 sites across the city. However, after further site investigations, the level of provision has been increased to deliver a total of 81 charging points, serving 141 parking places at 12 sites across the city. This includes two Park and Ride sites and 10 on-street locations, based on the recommendation to remove India Street from the on-street proposals. All project costs will continue to be met from the above funding from Transport Scotland.
- 4.12 The works were due to be completed by March 2022, upon completion of the aforementioned TRO process, however due to procurement and supply chain

issues, it is anticipated that the completion of these works will be delayed into Spring/Summer 2022. Transport Scotland are aware of these delays and have agreed that the required capital costs can be accrued into 2022/23 to enable the Council to complete the works. The table in Appendix 3 details the infrastructure that is now proposed for installation at each location and provides an update on progress for each site.

- 4.13 In addition to the infrastructure delivery outlined in Appendix 3, the best-practice review of the EV Enforcement and Tariffs report (originally approved by the [Finance and Resources Committee in October 2019](#)) has been concluded.
- 4.14 The most significant change to the original proposals relates to the tariffs, which have now been set at such a level as to ensure current operational and management costs (such as staff costs, electricity, maintenance and ChargePlace Scotland fees) are covered. Appropriate tariffs have been identified for each charger type and all tariffs have also been simplified for the end user by removing any individual connection fees. These tariffs were set-out in the Coalition Budget Motion for 2022/23 and agreed to by the City of Edinburgh Council on 24 February 2022.
- 4.15 It is also proposed to vary the maximum stay period for standard chargers from 10 hours to between four - 12 hours, depending on their location. This will help manage the differing demands in different areas of the city, such as supporting the use of Park and Ride sites (for commuting and full day trips to the city), whilst also allowing for on-street locations to be better aligned with existing parking restrictions.
- 4.16 The table below outlines the proposed tariffs, maximum stay periods and overstay penalties for each charger type:

Charger Type	Tariff (charge per kWh)	Maximum Stay Period	Overstay Penalty
Standard (7kw)	25p	4 - 12 hours	£30
Fast (22kw)	30p	3 hours	£30
Rapid (50kw)	35p	30 mins	£30

- 4.17 Customer payments for the use of the chargers and the application of any overstay penalties will be handled by ChargePlace Scotland before being transferred on to the Council, in line with the requirements of the Transport Scotland funding. There will be no separate parking charges associated with the EV charging places.
- 4.18 It is anticipated that the above charges will be implemented on 1 May 2022,

allowing time for a full communications campaign to be put in place. These charges will apply to all of the publicly available chargers provided by the Council, including units that are already in place, thus ensuring that all charging infrastructure can be managed and sustained. Officers are working closely with the Council's communications team and colleagues from ChargePlace Scotland to ensure that these communications reach as wide an audience as possible.

- 4.19 Decriminalised Parking Enforcement of on-street EV charging places can be introduced upon completion of the TRO process. Although many of the EV charging terms and conditions will be managed directly by ChargePlace Scotland, the Council's Parking Attendants will be responsible for ensuring that EV charging places are only used by EVs which are plugged in and actively charging, as outlined in the EV Enforcement and Tariffs report from 2019.

Additional Electric Vehicle work packages

- 4.20 In addition to the delivery of new EV infrastructure, a range of additional EV planning and strategy work packages have been ongoing, as reported to Committee via Business Bulletins during 2021.
- 4.21 A series of factsheets are being developed to be incorporated into the Edinburgh Street Design Guidance to provide design principles and promote a consistent approach for the installation of EV chargers. These factsheets will have a particular emphasis on accessibility and streetscape.
- 4.22 Draft EV factsheets have been taken forward for consultation with stakeholders, including the Edinburgh Access Panel, and are being overseen by the Edinburgh Street Design Review Group. The approved factsheets are anticipated to be incorporated into the Edinburgh Street Design Guidance in 2022/23.
- 4.23 The Council is working closely with Enterprise Car Club to identify locations where existing car club bays can be used to install chargers to support the transition towards an EV car club fleet. Transport Scotland have agreed that the Council can further utilise the Switched on Towns and Cities Challenge fund to deliver this project, providing works are procured and a contract awarded by 31 March 2022. Subject to contract award, it is anticipated that works to install these chargers will commence in Summer 2022.
- 4.24 A new scoring framework has been developed to inform potential future EV charging locations based on key criteria and data taken directly from the Energy Saving Trust's (EST's) Edinburgh-specific research. This criterion includes Deliverability (access to the grid/power connections) and Users and Demand (conveniently located and to meet projected demand), as well as Policy Data (air quality and congestion levels) and is taking overall strategic direction from the CMP.

- 4.25 The Council has identified the need to provide further charging infrastructure in residential areas and these chargers would be aimed at long stay/overnight charging in areas of the city where residents lack off-street parking. Ten (10) new locations have been identified using the scoring framework and EST data, all of which have been included in an application to the UK Governments Office for Low Emission Vehicles (OZEV) to request funding from the On-street Residential Chargepoint Scheme (ORCS) to cover the capital cost of installation. The delivery of these chargers will be subject to funding being awarded to the Council, and if successful, works will commence in Summer 2022.
- 4.26 The Council has also been selected by Scottish Futures Trust (SFT) to submit a business case outlining how the future financing and delivery of EV charging infrastructure might be undertaken. SFT are funding the development of the business case and has stipulated that a draft report must be provided by the end of March 2022, with the final business case being completed by the end of April 2022.
- 4.27 The aim of this business case will be to secure funding for a pilot scheme which could deliver EV chargepoints across the city. This pilot scheme would be funded by SFT and, if the Council are successful in securing the funding, could be used to install the next round of EV charging point installations within the city.
- 4.28 SFT would also use any pilot scheme as a pathfinder and the findings from this exercise could be used to inform commercial models for EV charging infrastructure across Scotland. The pilot scheme could also be used by the Council to develop a full business case and help to procure a contract which could satisfy the city's EV infrastructure needs until 2030.

5. Next Steps

- 5.1 Should Committee authorise the making of this TRO, with the exclusion of proposals for India Street, then all objectors will be contacted to advise them of this decision and the Council will proceed to make the TRO to introduce EV charging points at the 10 on-street locations detailed within this report.
- 5.2 Once the TRO has been made, arrangements will be made to have the new EV charging points introduced on-street. The expected completion of the construction and electrical works for these charging points is Spring / Summer 2022. Once the chargers are installed they will be commissioned with ChargePlace Scotland and made available to members of the public.
- 5.3 It is anticipated that EV tariffs will be introduced on 1 May 2022. A full communications campaign will be run at this time, which will involve updating the Council web pages, social media posts, lamp column wraps, posters,

fliers, and radio advertisements to raise awareness. There will also be usability guides made available, helping to show members of the public how to operate the chargers, and ChargePlace Scotland will also run a concurrent campaign to ensure that their members are informed of all proposed changes.

6. Financial impact

- 6.1 The implementation of the EV chargers described in this report is the result of the Council being awarded circa £2.2m of funding through Transport Scotland's Switched on Towns and Cities Challenge Fund. All costs associated with this project will continue to be met from this external funding.
- 6.2 The introduction of tariffs for EV charge points will generate revenue for the Council, however this income will be used to fund the ongoing operational and staff costs associated with the Council's EV charging infrastructure. It is not anticipated that any surplus revenue will be generated at this point.

7. Stakeholder/Community Impact

- 7.1 The statutory TRO process includes a consultation period allowing anyone to make representations in support of or in opposition to the proposals. The formal advertisement of this traffic order to the general public was undertaken between 19 November and 10 December 2021. Plans showing the advertised proposals with the location of the EV bays were advertised [online](#). The comments received from the general public were taken into consideration in determining whether to proceed with/reject the proposed locations as detailed in this report.
- 7.2 Council officers also met with representatives from the New Town and Broughton Community Council on 7 December 2021, who were interested to find out more about the project, though did raise concerns primarily related to the proposed location of EV charging points on India Street.
- 7.3 Significant levels of public and stakeholder support for growing electric vehicle infrastructure in the city was ascertained over of a year of engagement activity associated with the CMP. Since then an Integrated Impact Assessment (IIA) has been undertaken to further consider impacts upon people through the introduction of EV charging points across the city, with the majority of impacts expected to be positive.
- 7.4 Whilst being recognised as an intervention that will not directly tackle vehicle use or congestion, the provision of EV charging infrastructure will help to reduce carbon emissions and improve air quality in the city, which has direct health benefits to the population through cleaner air.
- 7.5 Other notable impacts relate to inequality through the affordability of electric

vehicles. This is being mitigated in-part through work to introduce EV charging bays for exclusive use by car club vehicles, meaning individuals do not need to own EVs to benefit from using clean EVs on a pay-as-you-use basis; which also helps to reduce vehicle numbers on the network. In addition, through a workshop held with the Transport Forum on 18 November 2021 to explore locations for the next phase of EV charging locations, more peripheral locations of the city including Areas of Multiple Deprivation, were explored as opportunities for providing fairer access for all. Such locations feature within the Council's funding bid to OZEV for implementation during 2022/23.

- 7.6 To further ensure fairer access for all, the Edinburgh Access Panel and other stakeholders were involved in a workshop on 22 February 2022 to help develop the Street Design Guidance factsheet for EV charging bays. This workshop explored the physical accessibility of charging units for users of all ability. The feedback from this workshop is informing factsheet details covering, for example, bay widths and lengths and the positioning of the charging units.

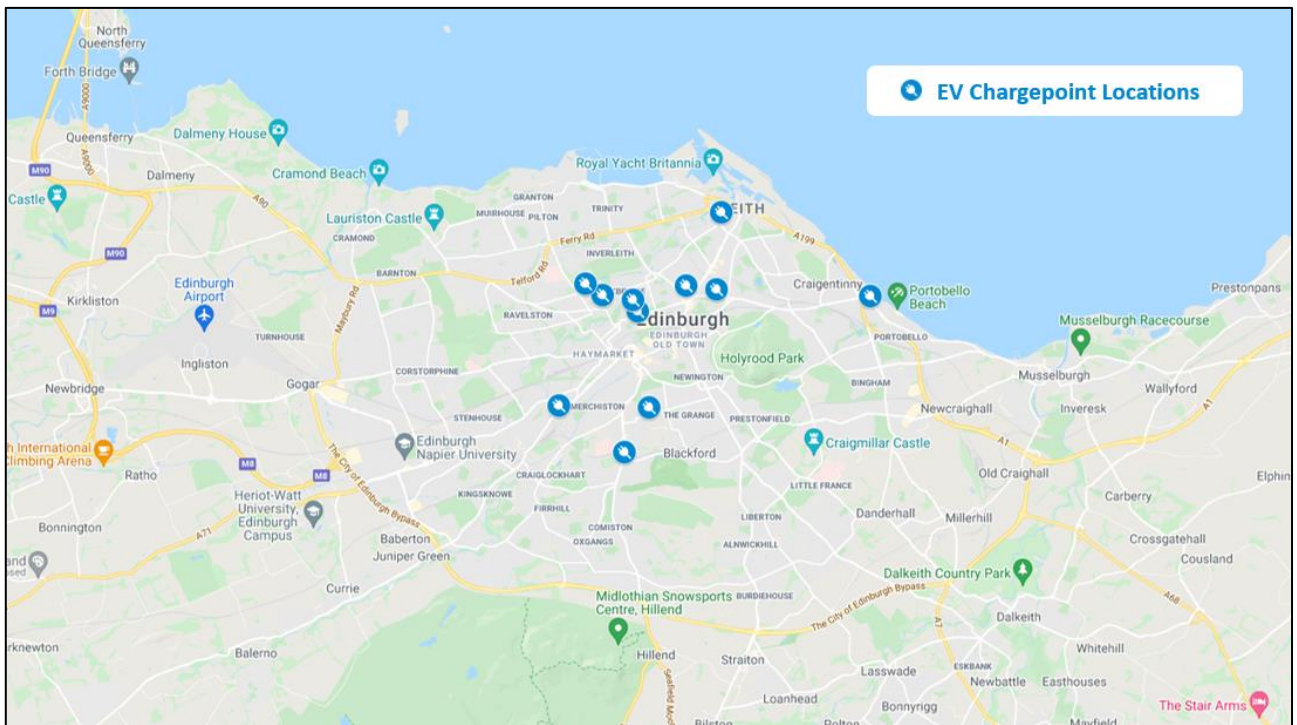
8. Background reading/external references

- 8.1 [Low Emission Zone – Transport and Environment Committee – 17 June 2021](#)
- 8.2 [Edinburgh City Centre Transformation – Transport and Environment – 12 September 2019](#)
- 8.3 [Electric Vehicle \(EV\) Business Case – Transport and Environment Committee – 12 December 2018](#)
- 8.4 [Electric Vehicle \(EV\) Action Plan – Transport and Environment Committee – 7 December 2017](#)
- 8.5 [Electrical Vehicle Programme – Enforcements and Tariffs – Finance and Resources Committee – October 2019](#)
- 8.6 [Electric Vehicle Infrastructure: Business Case – Transport and Environment Committee – 12 December 2018](#)

9. Appendices

- 9.1 Appendix 1 – EV Chargepoint Location Map
- 9.2 Appendix 2 – Objections received to India Street TRO proposals
- 9.3 Appendix 3 – Infrastructure and Progress Update

Appendix 1 – EV Chargepoint Location Map



Appendix 2 - Objections received to India Street TRO proposals

All objections are detailed by objection theme and specific references:

Objection theme	Number of objections	References within objection themes	Number of references within the objection	Objection example
Nuisance caused by taxis using EV charging points 24/7	11	The perceived disruption caused by taxis using 24/7 EV charging points including noise, engines running, and rubbish dropped	11 references	What is being proposed here is a 24/7 taxi rank in a prime city centre residential area with all the associated disruption, noise (at all hours of the day and night) and anti-social behaviour which would be the inevitable consequence.
		An increase in noise generated by taxis wishing to use the EV charging points at unsociable hours	9 references	I am concerned by the increased noise from people waiting 24/7 for the 20-30 minutes it takes for EVs and taxis to charge.
Residents feel that India Street is a quiet, residential cul-de-sac making it unsuitable for the EV charging points	10	An increase in traffic on India Street because of vehicles travelling to use the EV charging points (increase in vehicles on residential cul-de-sac and vehicles making manoeuvres)	8 references	India St is a quiet residential street with little through traffic. The proposal will encourage significant numbers of extra vehicles in search of charging points thereby having an adverse effect on the nature of the street.
		The negative aesthetic impact on India Street – look of the proposed EV charging points on the street	5 references	This proposal would be severely detrimental to the amenity of the area which is prime New Town and the many residents who live opposite and nearby.
Safety concerns if EV charging points are installed on India Street	9	An increase in vehicles on India Street and the subsequent increase in vehicle movements close to homes	5 references	The location of the chargers will place commercial vehicles such as taxis and delivery vehicles in very close proximity to houses and their residents. These vehicles, along with the vehicles of local residents, will need to navigate what is currently a tight cul-de-sac. There is no established pavement on the proposed side of the road, forcing waiting drivers into the road.
		Pedestrians crossing India Street to access India Gardens	5 references	The cul-de-sac is frequently used by many local residents, including children, dogs, and the elderly, to walk across the road to the gardens and beyond. This end of India Street is mostly made up of flats

				with no private gardens. This will greatly impede access to India Street gardens including for my own primary aged daughters.
Loss of parking for residents	8	New EV charging points will reduce resident parking bays	8 references	Please do not take away permit parking bays from an area where there is barely enough places for the number of residents that live in this section. Residents with parking permits need to be considered and allocated sufficient parking spaces and shouldn't have to forfeit them in favour of members of the public and taxis.
Aesthetics of installing EV charging points in conservation area	5	The proposed locations for the charging points are in historically sensitive areas which has a negative aesthetic impact	5 references	The aesthetics of the proposed chargers are inappropriate for a World Heritage Site. More discreet options are available.
Use of EV bays by non-residents	3	Unfair to prioritise EV charging points for non-residents	3 references	Disbelief in giving taxi drivers and non-residents basically first choice before putting the needs of the locals who live here.

Appendix 3 – Infrastructure and Progress Update

Location	Charging Infrastructure	No. Chargers	No. Bays	Progress Update
Ingliston Park and Ride	50kW Rapid	6	6	The works are now complete, and all chargers are operational and can be utilised by members of the public.
	7kW Slow	15	30	
Hermiston Park and Ride	50kW Rapid	5	5	The construction works are underway to install the chargers and are due to be complete early in March 2022. The electrical work to connect the chargers to the electricity network is also underway and are due to be complete by the end of March 2022. The chargers will then be commissioned with ChargePlace Scotland and made available for use by members of the public.
	7kW Slow	14	28	
Heriot Row	50kW Rapid	2	2	The preliminary construction works commenced in January 2022 and are due to be complete in March 2022. The electrical work to connect the chargers to the electricity network is due to commence in mid to late March 2022. Once installed, the chargers will be commissioned with ChargePlace Scotland and made available for use by members of the
	22kW Fast	3	6	
East London Street	50kW Rapid	4	4	
Fettes Avenue	50kW Rapid	4	4	
Montgomery Street	22kW Fast	4	8	
King's Road	22kW Fast	4	8	
Sheriff Brae	22kW Fast	4	8	
Comely Bank Terrace / Avenue	22kW Fast	4	8	
Stewart Terrace	22kW Fast	4	8	

Thirlestane Road	22kW Fast	4	8	public in the Spring / Summer of 2022.
Maxwell Street	22kW Fast	4	8	
Total		81	141	