

Written evidence submitted by the RAC (AEVB 06)

Automated and Electric Vehicles Bill Public Bill committee stage

With more than eight million members, the RAC is the oldest and one of the UK's most progressive motoring organisations, providing services for both private and business motorists. As such, it is committed to making driving easier, safer, more affordable and more enjoyable for all road users.

The RAC, which employs more than 1,600 patrols, provides roadside assistance across the entire UK road network and as a result has significant insight into how the country's road networks are managed and maintained.

The RAC is separate from the RAC Foundation which is a transport policy and research organisation which explores the economic, mobility, safety and environmental issues relating to roads and their users.

The RAC website can be found at www.rac.co.uk.

In September 2017, the RAC published its latest [Report on Motoring](#).

RAC response – overview:

The RAC is supportive of the Bill's intentions to promote electric vehicle ownership by making it simpler for owners to charge their vehicles. The Bill is right to focus on standardising charging infrastructure and payment methods which can appear confusing.

Encouraging take-up of electric vehicles should be a priority for the Government. Research suggests there is still little appetite to switch from conventional vehicles at present. The 2017 RAC Report on Motoring, which is based on an independent survey of a representative cross-section of UK motorists, found that only 2% of drivers said that they would choose a pure electric vehicle as their next vehicle. 5% of drivers claim that they will opt for a plug-in hybrid.

In effect, drivers do not yet see pure electric vehicles as a practical alternative, but some of the measures proposed in the Bill can help change this. However, the RAC believes there are other areas that should also be addressed:

- Drivers will want to charge their vehicles at home overnight. So it is also vital that vehicle owners are not disadvantaged because of where they live. If an owner has off-street parking such as a drive or garage, recharging their vehicle is far easier than for those who only have access to on-street parking or an allocated parking space for a flat or within a development. Property developers and management companies need to provide, or allow their residents to install charging points and we would encourage further clarification from the Department for Communities and Local Government and Department for Transport to understand what provisions need to be made in order to ensure this happens. Local authorities may wish to explore further options for on-street charging, for example looking at the feasibility to adapt

street lights so these can support EV charging. Some London Boroughs have already started to do this on a small scale¹.

- Aside from home charging, owners are likely to want to charge their vehicles where they park their vehicles for a period of time while, for example, shopping. At present the Bill only compels large fuel retailers to provide charging facilities but we feel that this provision fails to recognise car use and parking trends. The RAC feels that the Bill should make further provision for EV charging facilities at retail and shopping centre car parks as this is where drivers are likely to leave their vehicles for a longer period of time while they complete their errands. Conventional filling stations exist because of the storage facilities requirements for hydrocarbon fuels and the rapidity with which refuelling is possible. In contrast, there will be no need for segregation of recharging facilities on safety grounds and recharging will take longer than refuelling a car with petrol or diesel. Drivers will therefore want to use the “charging time” productively, which is not possible at most filling stations.

- Charge points at work. The Government should actively encourage businesses to install charge points in their car parks to facilitate charging by staff and customers and to act as a further stimulus to the take-up of electric vehicles by them. Consideration should be given to offering grants to assist them to install sufficient to meet growing demand.

Suggested amendments to the Bill

Section of the Bill	Current format	Suggested amendments
Part 2, Section 10	<p>(1) Regulations may impose requirements on—</p> <p>(a) large fuel retailers falling within a prescribed description, or</p> <p>(b) service area operators falling within a prescribed description, in connection with the provision on their premises of public charging points.</p> <p>(2) Regulations under subsection (1) may, for example—</p> <p>(a) require large fuel retailers or service area operators to provide public charging points;</p> <p>(b) require public charging points to be available for use at prescribed times;</p> <p>(c) require services or facilities prescribed by the regulations to be provided in connection with public charging points.</p> <p>(3) In this section “large fuel retailer” and “service area operator” have the meaning given by regulations.</p>	<p>The RAC believes that this part of the Bill should also look at certain retail car parks, such as shopping centres and supermarkets.</p> <p>Drivers may be more likely to purchase an EV in the knowledge that they will have access to a standardised charging point where they leave their car for a period of time. This seems more practical than requiring fuel retailers to have this option given the length of time it takes to charge a battery.</p>

¹ <http://www.independent.co.uk/environment/london-street-lamps-electric-car-charging-points-ubitricity-tech-firm-hounslow-council-richmond-a7809126.html>

<p>Part 2, Section 10</p>	<p>(1) Regulations may impose requirements on— (a) large fuel retailers falling within a prescribed description, or (b) service area operators falling within a prescribed description, in connection with the provision on their premises of public charging points.</p> <p>(2) Regulations under subsection (1) may, for example— (a) require large fuel retailers or service area operators to provide public charging points; (b) require public charging points to be available for use at prescribed times; (c) require services or facilities prescribed by the regulations to be provided in connection with public charging points.</p> <p>(3) In this section “large fuel retailer” and “service area operator” have the meaning given by regulations.</p>	<p>We believe this part of the Bill should also look at how those with no access to private off-street parking (to driveways, garages for example) should also be given the same opportunities as those with access.</p> <p>This may require further discussion with local authorities and developers about the provision of on-street parking and management companies within gated complexes for residents.</p>
---------------------------	---	---

October 2017