

REPORT TO CABINET

Open		Would any decisions proposed :		
Any especially affected Wards	Operational	Be entirely within Cabinet's powers to decide	YES	
		Need to be recommendations to Council	NO	
		Is it a Key Decision	NO	
Lead Member: Cllr B Long E-mail: Cllr.brian.long@west-norfolk.gov.uk		Other Cabinet Members consulted: Cllr D Pope		
		Other Members consulted:		
Lead Officer: Chris Bamfield E-mail: chris.bamfield@west-norfolk.gov.uk Direct Dial: 01553 616648		Other Officers consulted: Martin Chisholm, Lorraine Gore, David Morton, Melvin Harrison		
Financial Implications YES	Policy/Personnel Implications YES	Statutory Implications NO	Equal Impact Assessment - Pre screening	Risk Management Implications NO

Date of meeting: 2 February 2016

ELECTRIC VEHICLE CHARGING POINTS

Summary

The report considers the introduction of charging points for electric vehicles and charges for use of the service.

Recommendation

Cabinet is recommended to agree a fixed charge based on parking costs up to a maximum of 3 hours and 25p per KWh charge for electricity.

Reason for Decision

To set a charging scheme for electric vehicles.

1. Background

- 1.1 In October 2014 the Council made a successful application to the Office for Low Emission Vehicles (OLEV) for funding to support the installation of electric vehicle charging points in King's Lynn and Hunstanton on Council car parks and received a grant award of £222,183.
- 1.2 OLEV are actively encouraging the use of electric vehicles as a sustainable travel option for the future. Part of their strategy is to ensure there are adequate charging points throughout the country. This will give confidence to drivers that they will be able to top up/recharge at multiple sites in the future, reducing the

uncertainty for planning longer trips. The next charge points are Swaffham, Norwich, Peterborough.

2. Capital Works

- 2.1 The funding provided was to;
- Upgrade the electric network.
 - Purchase of six charging units (4 in King's Lynn and 2 in Hunstanton).
 - All necessary installation.
- 2.2 Following receipt of the grant details, ground survey work was undertaken to establish the capability of the network/electrical capacity. This identified that the capacity was insufficient for the original number of charging points and costs for the necessary upgrade meant that only three points in King's Lynn and one point in Hunstanton could be provided.
- 2.3 The work to provide the charge points took place between June and October 2015. The points became live in late October.

3. Operational Issues

- 3.1 The Council will incur costs as follows:
- A transaction free of 60p every time a charge point is used taken by Charge Your Car (CYC).
 - A usage report fee of £300 per charger per annum (£1,200) paid to CYC to submit to OLEV.
 - A charge for electricity used, this depends on the times of day/tariff but is circa 11p per KWh.
 - Any non-warranty repairs e.g. damage by users/vehicles (Three year warranty on equipment).
 - An additional charge for new metre and supplies.
- 3.2 Irrespective of any use there is a daily standing charge fee for the electricity supply to the metre. This is circa 25p per day in Hunstanton (£91 per year). In King's Lynn the Maximum Demand Tariff is an additional £200 per month (£2,400).
- 3.3 The chargers can deliver a charge from 0 to 80% of battery capacity in approximately 30 minutes. It is unlikely that a charge point would be used for more than 1 hour for vehicle charging.
- 3.4 Users have a registered credit card with CYC that operates the charge point.
- 3.5 At the end of the initial three year period the cost of maintenance of equipment will fall to the Council.

4. Charges

- 4.1 Initially a charge for using has been set at the standard car park tariff with an additional charge for electric use.

i.e. 1 hour parking ticket is £1.40 and 3 hours is £2.10.
Electric charge at 25p per KWh will cost circa £3-4 for a 100 mile charge.

The charge per 1 hour at a charging point would therefore be approximately £4.40 to £5.40.

- 4.2 Comparison Charges
The CYC charging points map shows a range of charges from free to £6.00 per visit.

Options for Charging

1. Retain current charge of £1.40 for one hour and 25p per KWh. Maximum stay of 3 hours.
2. No charge for parking and 25p per KWh for electric use.
3. A flat fee per hour (e.g. Braintree £5.00 per hour).
4. An alternative charge per KWh, either higher or lower.
5. Free use for electric vehicles.

5. Financial Implications

- 5.1 The charge points have been used 41 times during November by six unique vehicles (Renault Zoe x 28, Nissan Leaf x 3, BMWi3 x 4, Mitsubishi PHEV x 4, Volkswagen e-Golf x 1, Tesla Model 5 x 1). There were 46 visits during December.

- 5.2 It is difficult to anticipate how this will change over time but it is estimated that use is likely to increase, an assumption has been made for cost/income purposes of 1,000 visits during the year.

Costs

	£
Fixed Electricity Charge	2,491
Fixed reports fee to CYC	1,200
Variable electric cost based on 11p per KWH	1,320
Costs per visit to CYC at 60p	<u>600</u>
	5,611
Income	
1,000 visits at £1.17 (1 hour parking less VAT)	1,170
1,000 visits at £3.00 electric charge*	3,000
	<u>4,170</u>
*(check VAT deduction 20% or 5%)	
Net cost based on 1,000 units	<u>1,441</u>

Over time it is likely that the number of visits for electric vehicles will increase. A further 640 visits would equate to breakeven on current costs.

In three years' time when equipment is out of the warranty period the Council costs will increase. During the period it will be possible to quantify the longer term financial implications of the scheme.

6. Policy Implications

6.1 The Council does not have a current policy for charging for electric vehicles.

7. Equality Impact Assessment (EIA)

Initial document attached



Pre-Screening Equality Impact Assessment

Name of policy/service/function	Fees for Electric Charging Points				
Is this a new or existing policy/ service/function?	New / Existing (delete as appropriate)				
Brief summary/description of the main aims of the policy/service/function being screened. Please state if this policy/service rigidly constrained by statutory obligations	Charging structure for parking whilst charging electric vehicles				
Question	Answer				
<p>1. Is there any reason to believe that the policy/service/function could have a specific impact on people from one or more of the following groups according to their different protected characteristic, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</p> <p>Please tick the relevant box for each group.</p> <p>NB. Equality neutral means no negative impact on any group.</p>		Positive	Negative	Neutral	Unsure
	Age			X	
	Disability			X	
	Gender			X	
	Gender Re-assignment			X	
	Marriage/civil partnership			X	
	Pregnancy & maternity			X	
	Race			X	
	Religion or belief			X	
	Sexual orientation			X	
	Other (eg low income)			X	
Question	Answer	Comments			
2. Is the proposed policy/service likely to affect relations between certain equality communities or to damage relations between the equality communities and the Council, for example because it is seen as favouring a particular community or denying opportunities to another?	No	Due to the nature of charging, there is no difference in paying for fuel for non-electric cars so there would be no negative impact on the protected characteristics. Parking is already charged.			
3. Could this policy/service be perceived as impacting on communities differently?	No				
4. Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?	No				
<p>5. Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions? If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section</p>	No	Actions: N/A			
		Actions agreed by EWG member:			
Assessment completed by: Name					
Job title	Date				

Please Note: If there are any positive or negative impacts identified in question 1, or there any 'yes' responses to questions 2 – 4 a full impact assessment will be required.