

Wiltshire Council

Cabinet

2 May 2023

Subject: 2023/ 24 Fee For Electric Vehicle Charging

Cabinet Member: Cllr Caroline Thomas Cabinet Member for Transport, Street Scene, and Flooding

Key Decision: Non Key

Purpose of Report

1. To approve a fee of £0.52 per kWh for the use of the Council's public electric vehicle charging points as approved in the Council's Electric Vehicle (EV) Charging Infrastructure Plan 2021-24.

Relevance to the Council's Business Plan

2. The Council is committed to the reduction of carbon. Car travel is currently a major producer of carbon and moving to electric to improve environmental outcomes will have a major impact on council services, the community, and the delivery of the Business Plan. The proposed charge of £0.52 per kWh ensures the rate is not a 'cost barrier' to users and allows the Council to provide a financially sustainable service.

Background

3. The UK Government has a legal target (incorporated in the Climate Change Act 2008) to become carbon neutral by 2050, with a pledge to reduce national emissions by 68% by 2030 and working towards being carbon neutral by 2050.
4. Wiltshire Council has made a pledge to be a carbon neutral council by 2030.
5. The Council also has an ambition for Wiltshire as a whole to become carbon neutral. This would require coordinated action by the public sector, businesses and residents working together towards a shared goal.
6. Wiltshire Council recognises that the dependency on fossil fuels for transportation is a major contribution to the production of carbon. If Wiltshire Council is to meet its pledges and ambitions, changing the fuel we use is vital.
7. Government figures estimate that by 2030, thirty percent of all cars in the UK will be electric (in Wiltshire this means 58,200 vehicles based on the 2011

Census). With the ban on the sale of new fossil fuel vehicles from 2030 this will only accelerate the move to alternative fuels and electric vehicles.

8. To support and facilitate the move to lower emission travel it is vital that the Council has a plan to deliver a sustainable electric vehicle charging point infrastructure.

Main Considerations for the Council

9. In October 2021 the Council adopted its Electric Vehicle Charging Infrastructure (EVCI) Plan 2021-24 (**Appendix 1**). An element of the Plan was to replace the Council's current electric vehicle charging units and introduce a fee for the electricity used. The fee was to be set at an amount that was not a 'cost barrier' to users and covered the Council's costs.
10. The replacement of the Council's electric vehicle charging units will be completed this financial year (2023/ 24) and it is now appropriate to introduce the fee for electricity used, in line with the Council's adopted Plan.
11. To ensure a sustainable electric vehicle charging provision, it is necessary to increase the 2021 proposed fee of £0.35 per kWh (**Appendix 2**) by £0.17 per kWh (the increase in electricity costs to the Council since 2021) to £0.52 per kWh.
12. In 2022 Fleet News¹ undertook a survey of providers for electric vehicle charging and found the national average charge per kWh across the country was £0.53 per kWh.
13. The £0.52 rate meets the Plan's commitment as the charge would include the cost increase in electricity since the Plan was adopted in 2021 and sets the Council's electric vehicle charging rate under the national average.

Overview and Scrutiny Engagement

14. The EVCI Plan was shared with the Environment Select Committee and the full Plan presented to the Global Warming & Climate Change Task Group on 8 October 2021.

Safeguarding Implications

15. None.

Public Health Implications

16. The central purpose of the EVCI Plan is to support the Council's Air Quality Action Plan, Carbon Neutral pledge and to demonstrate a leadership role in facilitating behavioural change and to support the central government's objective of the complete electrification of the UK's vehicle fleet by 2050 for the benefit of all.

¹ [Most expensive electric vehicle charging providers revealed | Electric fleet news](#)

Procurement Implications

17. The replacement of the electric vehicle charging units and costs of provision have all been undertaken in compliance with the Council's procurement procedures.

Equalities Impact of the Proposal

18. An Equality Impact Assessment was carried out at the adoption of the EV Charging Plan.

Environmental and Climate Change Considerations

19. The Plan and its charges aim to support the move to electric vehicles and the associated reduction in carbon emissions.

Risks that may arise if the proposed decision and related work is not undertaken

20. Having a higher cost per kWh is likely to be a cost barrier to users.
21. Having a lower cost per kWh would mean the service is financially unsustainable.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

Risk	Mitigation
Public dissatisfaction with a fee for electricity being introduced.	A promotion campaign detailing that the provision will be cost neutral and that the funding generated is used to support the electric vehicle charging infrastructure.
Public dissatisfaction with the level of fees for electricity.	The promotion campaign above will confirm that the charge is comparable with other local authorities and commercial providers.
The Plan, fees and infrastructure become outdated.	The Plan is limited to three years, with fees subject to annual review.
The use of the electric vehicle charging points does not meet the forecasted demand.	The usage will be monitored with rates subject to change from 2024 with the new LTP and updated Electric Vehicle Charging Infrastructure Plan.
The loss of parking for fossil fuel users.	The advantages of moving to electric vehicles will be promoted with the reason why they are given priority.

Financial Implications

22. The capital and revenue assumptions were approved in October 2021, with the increase in the cost of electricity now applied to those rates.

Legal Implications

23. Legal Services are on hand and available to assist and advise on any legal issues that arise.

Workforce Implications

24. None

Options Considered

25. Having a higher cost per kWh is likely to be a cost barrier to users.
26. Having a lower cost per kWh would mean the service is unsustainable financially.

Conclusions

27. The EVCI Plan 2021-2024 endeavours to address the current challenges, seeks to realise the present opportunities and sets the foundations to meet the future demand.
28. The national average charge for electricity is £0.53 per kWh.
29. The Council's EVCI Plan states the Council will recover the costs of provision by charging for the use of its electric vehicle charging points.
30. A charge of £0.52 per kWh for electricity used by the public ensures a sustainable service that will not be a 'cost barrier' to access.

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Appendices

Appendix 1 – Electric Vehicle Charging Infrastructure Plan
Appendix 2 – Cabinet Report – Electric Vehicle Charging Infrastructure Plan
Appendix 3 – Electric Vehicle Charging Infrastructure

Background Papers

None