



**Worcester**  
CITY COUNCIL

# **INCOME GENERATION SUB- COMMITTEE**

## **SUPPLEMENTARY AGENDA**

**Date:** Wednesday, 27th July, 2022

**Time:** 7.00 pm

**Venue:** Guildhall

## **INCOME GENERATION SUB-COMMITTEE**

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**Income Generation Sub-Committee**  
**Wednesday, 27 July 2022**

**Members of the Committee:-**

Chair: Councillor Jabbar Riaz (L)  
Vice-Chair: Councillor Steve Mackay (C)

Councillor Jill Desayrah (L)  
Councillor Chris Mitchell (C)

Councillor Louis Stephen (G)

C= Conservative      G = Green      L = Labour      LCo = Labour and Co-operative  
LD = Liberal Democrat

**AGENDA**

**Part 1**

**(ITEMS FOR DISCUSSION AND DECISION IN PUBLIC)**

7. **Electrical Vehicle Charging Prices**

Page(s): 1 - 4

Ward(s): All Wards

Contact Officer: Kevin Moore, Head of Property and Asset Management  
Tel: 01905 722251

That the Sub-Committee recommends the charges within this report to Council for approval.

(Report to follow)

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**Report to: Income Generation Sub-Committee, 27<sup>th</sup> July 2022**

**Report of: Corporate Director, Finance and Resources**

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**Subject: ELECTRIC VEHICLE CHARGING PRICES**

**1. Recommendation**

**1.1 That the Sub-Committee recommends the charges proposed within this report to Council for approval.**

**2. Background**

- 2.1 There are nine EV charge points installed in St Martin's Gate car park. These are wholly owned by the City Council, which is responsible for their repair and maintenance and for setting a tariff for customers wishing to charge their vehicles. A third party manages the chargers and collects the fees on behalf of the Council.
- 2.2 In July 2021, Policy and Resources Committee resolved to "approve the principle that a market rate tariff should be applied for use of electric vehicle charge points at St Martin's Gate Car Park" and delegated authority to the Corporate Director for Homes and Communities and Corporate Director, Finance and Resources to implement a market rate tariff and to keep it under review annually.
- 2.3 The current charge is 30p per kWh inclusive of VAT for both 22kW (standard) and 50kW (rapid) chargers.
- 2.4 For context, a typical electric car will hold a maximum charge of from 30 to 60kWh so approximately will take up to an hour to charge at 50kWh or 2.5 hours at 22kW.
- 2.5 Current parking charges for 22kW charger bays are 90p per hour (max 4 hour stay) between 07:00 and 19:00, £1 for 2 hrs 19:00 – 21:00, free 21:00 – 24:00.
- 2.6 For 50kW charger bays, there is no charge for the maximum stay of one hour.
- 2.7 Officers have reviewed information on the pricing of other electric vehicle charging facilities. There are only two other 22kW chargers within Worcestershire, priced at 19p and 28p per kWh. There are 5 providers of 50kW chargers, currently charging between 45p and 57p per kWh. These prices are at June 2022.
- 2.8 It has been observed that a fleet of commercial vehicles are using the SMG EV bays which suggests that the current prices are below that which the operator can achieve elsewhere or at their base location.
- 2.9 The Council's electricity costs have increased by 22% since the current charge was set in 2021.
- 2.10 Fees & charges are set by Council on the recommendation of this Committee.

**3. Preferred Option**

- 3.1 It is recommended that the charge is set at 39p per kWh incl. VAT for the 22kW chargers and 49p incl. VAT per kWh for the 50kW chargers. This is recommended as a market rate which will also cover the cost of service provision.
- 3.2 The new charges will be brought into effect at the earliest opportunity after consideration by Council on 20 September 2022.
- 3.3 The charges will be kept under review in the light of the changing costs of energy and proposals brought back to this committee as required.

**4. Alternative Options Considered**

- 4.1 Policy and Resources Committee have agreed that a market rate be set for EV charging, and this report recommends a market rate that also covers the Council's costs in providing this service.

**5. Implications**

5.1 Financial and Budgetary Implications

The proposals within this report will ensure that the EV charge points operate on a cost recovery basis.

5.2 Legal and Governance Implications

Setting of fees & charges is reserved for Council.

5.3 Risk Implications

There is a reputational risk of raising prices. This risk is deemed to be low as the rising cost of energy is well known and an increase is not unexpected.

5.4 Corporate/Policy Implications

Covered under 5.8.

5.5 Equality Implications

None arising from the content of this report.

5.6 Human Resources Implications

None arising from the content of this report.

5.7 Health and Safety Implications

None arising from the content of this report.

5.8 Social, Environmental and Economic Implications

Promoting EV usage supports the Council's Environmental Sustainability Strategy. The associated action plan includes a specific action to deliver and promote the rapid charge point hub at St Martin's Gate.

**Ward(s):** All  
**Contact Officer:** Kevin Moore Head of Property and Asset Management  
[kevin.moore@worcester.gov.uk](mailto:kevin.moore@worcester.gov.uk)  
**Background Papers:** None

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