

## SECOND SUPPLEMENTARY REPORT

### RECOMMENDATIONS OF THE EXECUTIVE – REVIEW OF FEES AND CHARGES 2024-25

#### ADDITIONAL RECOMMENDATION BY OFFICERS

##### Executive Summary

The Council is asked to consider an additional recommendation to the Recommendations of the Executive and Committees report in respect of the Review of Fees and Charges 2024-25. The recommendation has been drawn up by the Head of Environmental Services, Mark Tabner. The appendix to this report sets out the recommendations of the Executive consolidated with the additional Officer recommendation.

The Council successfully secured an OZEV grant to support the installation of 7.2kW Electric Vehicle (EV) chargers within the new Victoria Place Car Park. When commissioned, the new system of EV chargers was provided to the Council on a plug and go basis.

The EV chargers create an ongoing cost in terms of electricity usage and maintenance and these costs will likely rise further if the expected increase in electric vehicle ownership takes place.

These long-term costs can be off-set via a payment (telemetry) system. Installing a back-office telemetry system will also allow for monitoring of EV charger usage and for active monitoring of the chargers performance in order proactively maintain them.

A contractor has been selected to implement a telemetry payment system for the EV charging points.

The rate per Kilowatt hour to charge the end user will be subject to fluctuations in energy prices and any maintenance costs incurred. Therefore, it is proposed that delegated authority is given to the Strategic Director of Corporate Resources, in consultation with the Portfolio Holder for Economic Development and Finance, to agree the setting of charging fees which can be regularly and rapidly updated to respond to price fluctuations in the energy market.

##### RECOMMENDED to Council

**That (v) delegated authority be given to the Strategic Director – Corporate Resources, in consultation with the Portfolio Holder for Economic Development and Finance, to agree charging fees in respect of electric vehicle chargers in Council owned car parks.**

Reason: The regular review of discretionary charges ensures that the Council maintains its income base and generates additional resources for the provision of services.

The Council has the authority to determine the recommendation(s) set out above.

**Background Papers:** None.

**Reporting Person:** Eugene Walker, Interim Finance Director & Section 151 Officer

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Review of Fees and Charges 2024-25 – Additional Recommendation by Officers**

Email: eugene.walker@woking.gov.uk, Extn: 3070

**Contact Person:**

Mark Tabner, Head of Environmental Services  
Email: mark.tabner@woking.gov.uk, Extn: 3470

Chris White, Business Support Manager, Financial Services  
Email: chris.white@woking.gov.uk, Extn: 3225

**Portfolio Holder:**

Councillor Dale Roberts  
Email: clrdaledale.roberts@woking.gov.uk

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REPORT ENDS

## **Second Supplementary Report – Recommendations of the Executive Review of Fees and Charges 2024-25 – Additional Recommendation by Officers**

### **1.0 Introduction**

- 1.1 When commissioned, the system of Electric Vehicle (EV) chargers in the new Victoria Place Car Park was provided to the Council on a plug and go basis. The main electricity supply to the Car Park is metered and operated by Thamesway. In addition to this, there is a complex sub-metering system that runs throughout the site.
- 1.2 The EV chargers create an ongoing cost to the Council in terms electricity usage and maintenance costs, and this cost will likely rise further if the expected increase in electric vehicle ownership takes place.
- 1.3 Consumption of the EV charging points charged to the Woking Parking Service is an estimated £1,500 a month since the Red car park opened.
- 1.4 This long-term cost can be off-set via a payment (telemetry) system. The back-office telemetry to be installed will also allow for monitoring of EV charger usage, and for active monitoring of the chargers' performance in order proactively maintain them.

### **2.0 Telemetry System**

- 2.1 The EV charging system installed as part of the original construction excluded a telemetry payment system. Council Officers have approached suppliers of telemetry payment systems, however there was limited interest as the majority of suppliers prefer to supply both the charger and telemetry system. Due to the retrofitting of the telemetry system there have been compatibility issues between the payment system and the existing chargers, which has required the selected supplier to undertake extensive rewriting of the software code and testing. Council Officers are currently agreeing with the supplier final commissioning date which are expected before Christmas.
- 2.2 The Council was successful in securing a OZEV grant to support the provision of EV chargers. A condition of the OZEV grant is that Town Centre residents (within close proximity to the car park) with an EV must be able to charge their vehicle for free overnight in Victoria Place for three years. Town centre residents with an electric vehicle can apply for a permit in Victoria Place Red Car park giving them access to free charging. This provision will continue to be met.
- 2.3 Once the back-office telemetry system is installed the chargers can be registered on the National Charge point Register (NCR). This will allow the OZEV grant completion form to be submitted to the Energy Saving Trust.

### **3.0 Fees and Charges**

- 3.1 The cost to charge an electric vehicle in the UK varies between home, work and public charging. It's generally cheaper to charge an electric vehicle at home, but charging while out and about using public charge points is a convenient way to top up a vehicles battery.
- 3.2 Council Officers have undertaken a number of reviews to agree a suitable charging rate, these include;
  - a benchmarking exercise of on-street and off-street EV charges (the fees for off-street chargers are typically lower than the fees for on-street chargers).
  - assessing Thamesway's average unit rates.
  - working with the charging system operator to agree a suitable charging rate.

## **Second Supplementary Report – Recommendations of the Executive Review of Fees and Charges 2024-25 – Additional Recommendation by Officers**

- The annual cost of the charging fee operator, including planned and reactive maintenance.
- 3.3 The rate per Kilowatt hour to charge the end user will be subject to fluctuations in energy prices and any maintenance costs incurred. It is proposed that delegated authority is given to the Strategic Director of Corporate Resources, in consultation with the Portfolio Holder, to agree charging fees which can be regularly and quickly updated to accommodate any fluctuations.

### **4.0 Corporate Strategy**

- 4.1 Implementing fees for those opting to use the EV chargers ensures that the energy consumption cost of the service is covered by those requiring it.
- 4.2 Delegated authority will enable the authority to react to any fluctuations, ensuring that financial control and delivery of value for money are embedded in how the Council conducts its business.

### **5.0 Implications**

#### Finance and Risk

- 5.1 Introducing a telemetry system enables the long-term costs can be off-set via a payment (telemetry) system. The back-office telemetry to be installed will also allow for monitoring of EV charger usage and for active monitoring of the chargers' performance in order proactively maintain them.

#### Equalities and Human Resources

- 5.2 EV charging points are distributed across the car park including a provision in disabled bays.
- 5.3 Fees and charges will be completed by Council Officers.

#### Legal

- 5.4 No implications.

### **6.0 Engagement and Consultation**

- 6.1 Once the commissioning date and charging rate is known, Property Services will work with car parking and marketing colleagues to bring the system into operation.

REPORT ENDS

### **Consolidated Recommendations**

Set out below are the recommendations of the Executive consolidated with the additional Officer recommendation.

#### **RECOMMENDED to Council**

- That (i) the discretionary fees and charges for 2024/25, as set out in Appendices 1 – 4 of the report, be approved;**
- (ii) the proposed increases in discretionary fees and charges from 1<sup>st</sup> January 2024, as set out in Appendices 5 – 7 of the report, be approved;**
- (iii) to move the waste service to a cost neutral position as soon as possible, any of the proposed 2024/25 increases for Bulky Waste and Waste Receptacles set out in Appendix 2 to the report that can be implemented quickly should be introduced at the earliest practical date following approval by Council;**
- (iv) next year's process will use the Commercial Strategy and Protocol being developed as part of the Improvement and Recovery as the framework for setting fees and charges, to ensure that fairness, equity and social impacts are balanced with a sound commercial approach; and**
- (v) delegated authority be given to the Strategic Director – Corporate Resources, in consultation with the Portfolio Holder for Economic Development and Finance, to agree charging fees in respect of electric vehicle chargers in Council owned car parks.**

**Reason:** The regular review of discretionary charges ensures that the Council maintains its income base and generates additional resources for the provision of services.