

NOT FOR PUBLICATION: Appendix A to D of this report contains information considered to be exempt under Paragraph 3 of Schedule 12A to the Local Government Act 1972 as amended

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**REPORT TO:** Cabinet Member for Sustainable Transport

**DATE:** 18 December 2017

**SERVICE AREA:** Economy and Culture

**REPORTING OFFICER:** Transport Projects Officer  
(*Andrew Norman*)

**SUBJECT:** **FEES AND CHARGES 2018/19, CIVIC CENTRE  
PUBLIC RAPID ELECTRIC VEHICLE CHARGERS**

**WARD/S AFFECTED:** ALL DISTRICT

**FORWARD PLAN REF:** N/A

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## **1.0 PURPOSE OF REPORT**

- 1.1 To agree the fee/charge to be made to customers for using the three rapid chargers at the Harrogate Civic Centre and agree delegated powers to amend the fee/charge in the future. It is proposed that the fee/charge will be reviewed after an initial 6 month period.

## **2.0 RECOMMENDATION**

- 2.1 That no fee/charge is applied for the three rapid chargers at the Harrogate Civic Centre between 18<sup>th</sup> December 2017 and 31<sup>st</sup> December 2017.
- 2.2 That a fee/charge of £3.50 per 30 minute period apply for the three rapid chargers at the Harrogate Civic Centre from 1<sup>st</sup> January 2018.
- 2.3 That authority to make decisions on any future changes to the fees/charges for the use of the Harrogate Civic Centre rapid chargers be delegated to the Director of Economy and Culture.

## **3.0 RECOMMENDED REASON/S FOR DECISION/S**

- 3.1 In order to promote the rapid chargers to the general public by offering an initial period where charging electric vehicles will be free. In addition to gather information on the usage of the chargers in order to confirm / inform the proposed fee/charge.
- 3.1 To allow the general public, customers and staff to make use of the Civic

Centre rapid chargers and to allow Harrogate Borough Council to offset the electricity and overhead costs of the three rapid chargers.

- 3.2 To allow the Director of Economy and Culture authority to set future years charges and to vary fees/charges in order to maximise usage whilst ensuring any overhead costs are offset.

#### **4.0 ALTERNATIVE OPTION/S CONSIDERED AND RECOMMENDED FOR REJECTION**

##### **4.1 NO FEE FOR CHARGING DURING 2018**

If the council were not to charge for the use of the electric vehicle chargers then a revenue stream would not be available to offset the overhead costs of the chargers or the electricity costs. The potential electricity cost to the council of allowing free usage could be between £150 to £300 per week, depending on usage. The overhead costs for the chargers are in the order of £500 per week.

If the chargers were free to use then this may lead to overuse and issues of vehicles queuing to use the chargers, with potential knock-on implications for the Civic Centre car park and local road network.

##### **4.2 NOT TO ALLOW PUBLIC USAGE OF THE CHARGERS**

This would mean that the investment in the electric vehicle charging infrastructure was not being realised. It would also continue the lack of publically available electric vehicle chargers across the district which is not considered appropriate to the aspirations of HBC. In addition a revenue stream would not be available to offset the overhead costs of the chargers.

#### **5.0 THE REPORT**

##### **5.1 BACKGROUND**

The provision of publicly accessible charging points in Harrogate and the wider district is currently limited. The majority of the available charging points have restricted access and are not readily available to the general public. This lack of a charging network may therefore discourage new users or businesses to adopt plug-in vehicles. The Harrogate District sits some way behind neighbouring areas such as York and Leeds in electric vehicle charger provision.

The UK government recently announced that they will introduce a ban on all new petrol and diesel cars and vans from 2040, this includes hybrid vehicles. This is part of the government's proposed Clean Air Plan (Air quality plan for nitrogen dioxide (NO<sub>2</sub>) in UK (2017)) and the driver for this is to address the impact that poor air quality has on people's health.

The leader of the council recently issued a press release stating the ambition for Harrogate to be the leading borough council in the country with regard to electric vehicle charging infrastructure. In order to make swift progress on this ambition it is important to ensure that there are a number of charging points either available to public or business customers in the short term alongside the HBC electric vehicle strategy which is currently in

development.

## 5.2 **HARROGATE CIVIC CENTRE CHARGERS**

The Harrogate Civic Centre includes three rapid chargers provided next to dedicated re-charging bays, which will be available for staff and public use. This includes 43kw AC charging and 50kw DC charging and will provide a high power rapid charging option to suit the needs of users who need to charge their electric vehicle quickly. A full charge typically takes 30-40 minutes, allowing for a high number of charges per day.

The Civic Centre chargers have been procured through the Accommodation Project. The intention is to charge the public, staff and visitors a fee for using the chargers, with the fee being determined at a level which will offset the overhead costs of operation only. The charging units will include an integrated payment terminal and the payment will be a 'Pay As You Go' system using credit or debit cards, either via chip and pin or using contactless payment. If HBC procure electric pool vehicles or other electric fleet vehicles in the future, these vehicles will be provided with a code to allow them to re-charge for free.

## 5.3 **STRATEGIC FIT**

The Civic Centre chargers fit the Council's vision to make the Harrogate District the best place to live, work and visit with priorities of supporting local communities and the local economy. In particular the provision of the chargers will support the transition to Ultra Low Emission Vehicles and help in improving air quality across the district.

The proposal to allow the rapid chargers to be free to use for the remainder of 2017 will offer an initial incentive for electric vehicle owners to use the chargers and to visit Harrogate. Allowing free use of the chargers will also provide an initial positive start to the wider electric vehicle strategy. This initiative will be publicised via press release and via a section of the HBC website.

## 5.4 **BENCHMARKING**

A bench marking exercise has been undertaken in order to understand the various fee/ charging models in operation across the region and nationally. This benchmarking exercise found that for rapid chargers there are generally four different fee/charge models, 1) offering the use of the chargers for free, 2) charging a flat fee for use during a period of time, 3) charging fee per kWh of electricity used and 4) charging a flat rate connection fee and then per kWh of electricity used.

The benchmarking exercise found a wide variety of charging models and a wide variance in the fee a customer could potentially pay to charge a vehicle. This variance in fee ranged from free charging up to a £13.20 per hour. The median fee found during the benchmarking exercise was £3.88 per hour; this excluded any providers which were free to charge and the excessive fees at the higher end of the range. Further details of the benchmarking exercise are provided in Appendix A.

## 5.5 OVERHEAD COSTS

There are a number of overhead charges associated with the on-going operation of the Civic Centre chargers. These include monthly costs to pay for a back office system to manage the chargers, call centre support, an annual service fee, charges for engineer call outs for maintenance, merchant bank charges for debit and credit card payment and equipment depreciation. Further details of the overhead costs are provided in Appendix B.

## 5.6 PROPOSED FEE/CHARGE

Due to current limitations with the electric vehicle hardware it is not currently possible to charge customers a per kWh rate for electricity used. Therefore a flat fee per time period option has been considered for customers of the electric vehicle chargers.

A charge per 30 minute period and per hour period was considered. The chargers would be open 24 hours 7 days per week to customers however for the purposes of cost modelling it has been assumed that the chargers will generally be used between 7am and 7pm. A user profile was developed to understand how much electricity a customer may use during an average charge. Further details of this are provided in Appendix C.

Taking into account the assumed usage and the overhead costs, as well as the unit cost of electricity, it has been calculated that a charge of £3.50 per 30 minute period or £5.10 per hour would be required to recoup costs. It is not intended that the fee/charge for users of the Civic Centre rapid chargers will generate income for the Council. Many users will be able to adequately re-charge their vehicle within 30 minutes and a restricted 30 minute period would encourage turn-over of vehicles at the chargers and therefore the potential for a greater number of charging events. It is therefore recommended that a fee of £3.50 per 30 minute period is charged.

## 5.7 POTENTIAL COST OF FREE USE IN 2017

The proposal that no fee/charge is applied for the three rapid chargers at the Harrogate Civic Centre for remainder of 2017 will have a cost implication for HBC. The electricity costs are likely to be between £300 to £600 for the 15 day period. During this period the overhead costs would also not be being offset, this is likely to cost £1,000.

## 5.7 FUTURE CHANGES TO THE FEE /CHARGE

As the operation of electric vehicle chargers is new to Harrogate Borough Council we do not have experience of how users will respond to the provision of the rapid chargers at the Civic Centre. The electric vehicle market and provision of infrastructure for this market is evolving and there are currently a large number of operating models and associated parameters to consider. In developing the proposed fee/charge a number of assumptions have been made, in particular on usage, and these assumptions may prove to be incorrect. In addition, in time it is understood that a per kWh electricity charge could be levied at the rapid chargers.

The proposed fee/charge therefore represents an initial position until an understanding of the operation of the rapid chargers can be developed. It is

therefore requested that flexibility is provided for the fee/charge to be amended in the future. This will also ensure that the operating model for the Civic Centre chargers is can be flexible in responding to the developing HBC electric vehicle strategy.

## **6.0 REQUIRED ASSESSMENTS AND IMPLICATIONS**

6.1 The following were considered: Financial Implications; Legal Implications; ICT Implications; Strategic Property/Asset Management Considerations; Risk Assessment; Equality and Diversity (the Public Sector Equality Duty and impact upon people with protected characteristics). If applicable, the outcomes of any consultations, assessments, considerations and implications considered necessary during preparation of this report are detailed below.

### **6.2 FINANCIAL IMPLICATIONS**

Consultation with finance staff was undertaken during the preparation of this report and their comments taken into account in the proposed recommendations.

#### Other finance comments

The project as outlined represents a worthwhile scheme due to the anticipation that it could be cost neutral, if not income generating. This is based on 36 users per day, ½ hour per charge, using the 3 electric charging points which means they will be in use for 7 hours per day. The outline costs contained within the report and appendixes shows the potential costs to HBC (if no vehicle charging was undertaken) are £24k per annum (£2k per month) down to cost neutral or a small amount of income generating.

The cost to HBC, relating to the Civic Centre Electric Vehicle charging points, of allowing free use for the remainder of 2017 can be funded from the Building Management Account budget, within Planning and Development.

### **6.3 LEGAL IMPLICATIONS**

Consultation with legal staff was undertaken during the preparation of this report and their comments taken into account in the proposed recommendations.

### **6.4 RISK ASSESSMENT**

Not agreeing on the proposed fee/charge for use of the Civic Centre electric vehicle chargers would leave the Council in an unsustainable economic position as it would not be able to offset the on-going overhead costs of the chargers. Not allowing the public use of the chargers may have detrimental impacts for the Councils reputation.

### **6.5 EQUALITY AND DIVERSITY**

The fee/charge is a standard charge to all users and does not impact specifically on any protected characteristics. A full Equality Impact Assessment will be undertaken on the wider Electric Vehicle Strategy as it develops.

## 7.0 CONCLUSIONS

7.1 It is considered that the proposed fee of £3.50 per 30 minute period will allow the Council to offset the on-going overhead costs of the Civic Centre electric vehicle chargers. This fee is considered to be within market rates and to be attractive to potential users.

It is therefore recommended that

- There is no charge applied for the three rapid chargers at the Harrogate Civic Centre between 18<sup>th</sup> December 2017 and 31<sup>st</sup> December 2017.
- A new charge of £3.50 per 30 minute period for the three rapid chargers at the Harrogate Civic Centre be implemented from 1<sup>st</sup> January 2018.
- and that any decisions on any future changes to the fees for the use of the Harrogate Civic Centre rapid chargers be delegated to the Director of Economy and Culture.

**Background Papers – None**

**OFFICER CONTACT:** Please contact Andrew Norman, Transport Projects Officer, if you require any further information on the contents of this report. The officer can be contacted at Development, *PO Bo 787, Harrogate, HG1 9RW* or 01423 500600 (ext 58424) or by e-mail at [andrew.norman@harrogate.gov.uk](mailto:andrew.norman@harrogate.gov.uk)



