

## APPENDIX C

### Service / New Charge

To implement tariff scheme at the Auction Mart EV Energy Hub to make electric vehicle (EV) charging more affordable and accessible for everyone, especially those without private driveways or home chargers.

#### Key Points:

- The hub uses on-site solar panels and battery storage to power EV chargers.
- When solar energy generation is high, the Council offers “Solar Saver” tariffs and users will be offered reduced charging rates. Users are notified of these discounts via the app or email.
- This approach helps the 45% of Lancaster households without off-street parking access cost-effective public charging as per the LAEP recommendations.
- Solar Saver tariffs will never drop below the cost of imported electricity, ensuring the Council remains financially sustainable.
- The proposed overstay fee structure is discourage drivers from leaving their vehicles plugged in after charging is complete, which helps ensure that charge points remain available for other users.

This initiative aims to make EV charging fair, sustainable, and accessible for all residents and visitors.

### Charging Policy

Fair charging given proposed charges are lower than the average costs across the currently established charge point networks in Lancaster.

### Comparative Information

#### Resident/ Public Tarriff

The proposed tariffs have been evaluated in comparison with those implemented by other Charge Point Operators (CPOs) within the district.

The average costs for charging at private networks in Lancaster are:

- 7kW charge point: £0.54
- 22kW charge point: £0.62
- 43kW - 75kW charge point: £0.81

#### Solar Saver Sessions

To further reduce costs and encourage sustainable charging, the solar saver tariff will be introduced during periods of high solar generation. Users will receive notifications

via the app or email advising when these prices are available, tailored to their user group.

The proposed prices will never fall below the imported electricity cost, ensuring the Council does not incur losses during periods of high solar generation. This comprehensive approach not only makes EV charging more affordable but also encourages a fair and inclusive transition to electric vehicles for all residents, particularly those without private charging facilities.

### **Overstay Fee Structure**

The proposed overstay fee structure (*Annex B*) is designed to prevent drivers from leaving their vehicles plugged in after charging is finished, thereby helping to keep charge points accessible for other users.

Overstay fees will only apply if the driver has received the full rated power from the charge point (for example, 60kW from a 60kW charger, not 30kW per socket on a dual outlet). If the charge point is operating at a reduced output and the driver does not receive the full specified power, overstay fees will not be charged.

In line with industry best practice, it is important to note that BP Chargemaster, one of the UK's leading charge point operators, have also applied an overstay fee structure to discourage vehicles from occupying charge points after charging is complete. By adopting a similar approach, the Council ensures that charge points at Auction Mart remain available for other users, especially in high-demand locations.

The proposed overstay fees are carefully regulated so that nearby residents are not penalised for overnight charging, while still encouraging prompt removal of vehicles once charging is finished.

<b>Financial</b>	
<b>Information Required</b>	<b>Description</b>
Level of charge	Annex A - Residents/ Public Tariff Annex B - Overstay Fee Structure
Start date	1 April 2026
Budgeted income	£15,000
Surplus/deficit as a percentage of cost	Electricity prices fluctuate, and the rate of EV adoption remains unclear. Although residents and taxi drivers may receive lower tariffs, the proposed charges will not to be less than the cost of imported electricity.
	As above.

Surplus/deficit per usage	
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## Impact Assessment

### Standard/Resident Tariff

Customers may choose to charge their vehicles using council equipment or opt for other public or private providers, some may also have the option to charge at home.

The Council recognises that equitable access to EV charging is a challenge for many residents. According to the LAEP, 45% of households across Lancaster District do not have access to off-street parking. This limitation prevents them from installing domestic EV charge points, forcing these residents to depend on public charging infrastructure.

Public charging can be expensive, with rates reaching up to £0.81 per kWh. This often makes EV charging more costly than petrol or diesel, representing a significant barrier to wider EV adoption, particularly for those who cannot charge at home who will benefit from special EV charging rates from energy providers (~0.08 per kWh).

To reduce this disparity, the Council will implement affordable public EV charging infrastructure, concentrating on areas like Central Lancaster with higher needs. Residents and taxi drivers can use a reduced tariff structure, which is intended to increase accessibility and promote EV adoption within these groups.

The EV charging hub at Auction Mart will feature solar carports and integrated battery storage. The renewable energy generation will allow the Council to offer a further reduced tariff during levels of high energy generation.

It should be noted that this lower tariff is voluntary and offered as an optional service to eligible users. By making the reduced rate accessible to 45% of households without off-street parking, the Council seeks to promote an equitable and inclusive shift toward electric vehicle adoption.

### Solar Saver Sessions

To further reduce costs and encourage sustainable charging, the Solar Saver tariff will be introduced during periods of high solar generation. Users will receive notifications via the app or email advising when these prices are available, tailored to their user group.

The proposed prices will never fall below the imported electricity cost, ensuring the Council does not incur losses during periods of high solar generation. This comprehensive approach not only makes EV charging more affordable but also encourages a fair and inclusive transition to electric vehicles for all residents, particularly those without private charging facilities.

### **Overstay Fee Structure**

Overstay fees discourage drivers from leaving their vehicles plugged in after charging is complete, which helps ensure that charge points remain available for other users. This is especially important in high-demand locations like Auction Mart, where equitable access is a priority for residents, taxi drivers, and visitors.

The fee structure is carefully calibrated so that overnight charging is not penalised for nearby residents, allowing them to benefit from affordable, convenient charging without incurring excessive costs.

By applying fees only after a reasonable period (e.g., 10 hours for 7kW chargers, 4 hours for 22kW chargers, and 1.5 hours for 60kW chargers), the policy encourages users to move their vehicles promptly after charging, reducing congestion and wait times for others.

The Council is committed to maintaining a fair and equitable approach to EV charging by conducting an annual review of the tariff structure at the Auction Mart EV Energy Hub. This regular assessment ensures that the pricing remains aligned with evolving Council priorities, community needs, and recommendations set out in the Local Area Energy Plan. By monitoring factors such as electricity market fluctuations, rates of EV adoption, and feedback from residents and stakeholders, the Council can make informed adjustments to the tariff structure.

This proactive approach guarantees that the charging fees continue to support equitable access for all residents, particularly those without off-street parking, and that the Council's sustainability and inclusivity objectives are consistently met. The annual review process also allows for the integration of new technologies, best practices, and policy updates, ensuring that the EV charging infrastructure remains responsive to local and national developments.

### **Impact on Other Areas**

The appointed supplier will manage the fee structure on behalf of the Council, ensuring there is no additional administrative burden.

### **Method of Collection**

Residents and taxi drivers will have a dedicated app to access the reduced tariff. For visitors or non-app users there will be contactless payment system in place.

The supplier managing the app and contactless payments will transfer revenue on a quarterly basis to the Council.

## **Alternatives**

In addition to the public charging options provided by various Charge Point Operators across the district, customers also retain the flexibility to charge their electric vehicles at home. Home charging offers several advantages, including convenience and the ability to take advantage of off-peak electricity rates.

For those without off-street parking, Lancashire County Council have received £10.1m in LEVI funding to implement on-street charging. In addition to expanding on-street charging infrastructure, the Lancaster County Council also plan to offer a chargeable service for cable trays. This service allows residents to safely run charging cables from their property to their vehicle parked on the street, helping to overcome practical barriers to home charging and further supporting equitable access to EV technology.

## **Consultation**

Key stakeholders including the portfolio holder for Climate Action and the Parking Manager have been consulted on the proposed charges.

The next formal step is the submission of a planning application for the scheme. Once this application is submitted, the public will have an opportunity to provide feedback or raise concerns during the statutory consultation period.

## Annex A - Tariff Structure

<i><b>Tariff Type</b></i>	<i><b>Standard Tariff</b></i>	<i><b>Solar Saver Tariff</b></i>
<i><b>AC (7kW)</b></i>		
<i>Residents</i>	£0.35	£0.25
<i>Public</i>	£0.40	£0.35
<i><b>AC (22kW)</b></i>		
<i>Residents</i>	£0.40	£0.30
<i>Public</i>	£0.50	£0.40
<i><b>DC (60kW)</b></i>		
<i>Residents</i>	£0.65	£0.55
<i>Public</i>	£0.75	£0.65

*Annex B - Overstay Fee Structure*

<i>Charge Point Type</i>	<i>Overstay Fee Duration</i>	<i>Fee Amount</i>	<i>Maximum Fee</i>
<i>AC (7kW)</i>	600 minutes (10 hours)	£10	£20 (if >720 min/ 12 hours)
<i>AC (22kW)</i>	240 minutes (4 hours)	£10	£20 (if >360 min/ 6 hours)
<i>DC (60kW)</i>	90 minutes (1.5 hours)	£10	£20 (if >210 min/ 3.5 hours)