

**South Ayrshire Council**

**Report by Director of Housing, Operations and Development  
to Cabinet  
of 21 January 2025**

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**Subject: Update on Electric Vehicle Charging Tariff**

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**1. Purpose**

1.1 The purpose of this report is to provide and update to on the implementation of South Ayrshire Councils electric vehicle (EV) charge point tariff

**2. Recommendation**

**2.1 It is recommended that the Cabinet:**

**2.1.1 notes minimum fee for Destination and Journey Chargers to remain at £5;**

**2.1.2 approves Overstay Fee for Journey 50kW chargers to be always applied with NO overnight exemption;**

**2.1.3 notes the increase tariff in January 2025 and July 2025; and**

**2.1.4 otherwise notes the contents of this report.**

**3. Background**

3.1 On 23 February 2023, the Cabinet agreed that South Ayrshire Council will partner with North and East Ayrshire Council through Ayrshire Roads Alliance on the Electric Vehicle Infrastructure Fund Pathfinder Project. It was also agreed that all three Ayrshire Councils will align their tariffs.

3.2 On 14 February 2024, the new EV tariff was approved by the Cabinet at South Ayrshire Council which delegates authority to the Head of Roads to periodically review and modify charging tariffs to address fluctuating energy prices and ensure the council remains at a cost neutral position.

3.3 These tariffs were introduced on the 1 April 2024 and the rates are as follows:

- Destination AC 7kW: £0.31 per kWh;
- Destination AC 22kW: £0.31 per kWh; and
- Journey 50kW: £0.37 per kWh.

3.4 The overstay charges are currently as follows:

- Destination AC (7kW- 22kW): £30 after the first 5 hours plus 10 minutes grace between 8am and 10pm;
- Journey 50kW: £30 after the first hour plus 10 minutes grace between 8am and 10pm.

#### 4. Proposals

##### ***Feedback from Drivers***

- 4.1 Plug-in hybrids have smaller batteries and cannot charge quickly. The smallest battery is roughly 8-10 kWh; thus they will only require £2.48 to £3.10 in electricity based on the current tariff. This would increase to £4 to £5 in electricity based on the July 2025 tariff.
- 4.2 Dropped connections can shorten charging sessions. Drivers may be charged repeated £5 fees for re-connecting attempts. They claim that the disconnection is due to a network issue or a malfunctioning charger and have requested refunds.
- 4.3 Complaints about units not producing power at advertised charging speeds, such as 7kW, 22kW, or 50kW. There are numerous elements that influence the quantity of kWhs drawn over a certain time period, such as the size of the battery and on-board charger, the number of vehicles using the charger, and on DC charging, once the vehicle has reached 80%-90% charge, it will charge at a slower rate

##### ***Overstay Fees***

- 4.4 Charge Place Scotland switched to a new payment source in April 2024, as a result, they lost the ability to charge timed overstay penalties. The new CPS back office system does not allow the Council to charge a timed overstay fee with exemptions between 10pm. and 8am, and there is no indication of when this functionality will be implemented. As a result, we have been unable to apply the overstay charge as agreed by Members at Cabinet on 14 February, resulting in a loss of revenue for the Council.
- 4.5 An analysis of the tariff on 29 local authorities has been carried out and the findings are as follows:
- The three Ayrshire Councils are the only councils to apply an overnight exemption on Journey 50kW chargers;
  - 26 Councils have overstay fees on the Journey 50kW chargers which are applied at ALL times (no overnight exemption); and
  - Only 3 Councils have no Overstay fees on the Journey 50kW chargers.
- 4.6 The three Ayrshire Councils will be aligned with the other 26 Councils if we remove the exemptions and apply the overstay fee 24/7.
- 4.7 Journey 50kW chargers, typically available on main routes and on-the-go places, can recharge a battery to 80% in 20 minutes to an hour. The exemption between 10pm. and 8am permits drivers to leave their vehicles overnight, rendering the chargers unavailable for use by other drivers who may require a charge on long-distance trips. If a driver wants to charge overnight, it is better to utilise a destination AC charger. An overstay fee that is active 24 hours a day, seven days a week will ensure charger availability and could boost the Council's tariff revenue.

### ***Increase to Current Tariff***

- 4.8 The Council aims to have a concession contract in place in 25/26. This new charge point operating company will take over our existing network of EV chargers and will be in control of all warranty, maintenance, and back-office operations, because they bear the risks and ongoing costs, they will receive all of the revenue. The council will ensure through provisions within the contract that there will be a maximum cap on the tariffs, however, should the charge point operator wish to reduce the tariff, they can do so at any point during the contract.
- 4.9 Based on the Zapmap Price Index, the weighted average price to charge an EV on the public charging network in September 2024 was 56p/kWh on slow/fast chargers and 80p/kWh for rapid/ultra-rapid chargers.
- 4.10 Based on the RAC Charge Watch, the average cost was £0.66 / kWh for 7-22kW chargers and £0.78 / kWh for 23-90kW chargers.
- 4.11 The three Ayrshire Council's EV tariffs are 31p/kWh and 37p/kWh this is significantly lower than market rate indicated by both Zapmap and RAC Charge Watch. Table 1 notes the comparison of other local authorities, the current tariff is also lower than the Scottish local authority average.

Local Authority	AC rate	DC Rate
Aberdeen City	£0.47	£0.47
Aberdeenshire	£0.47	£0.47
Angus	£0.55	£0.55
Argyll and Bute	£0.45	£0.45
City of Edinburgh	£0.53	£0.58
Clackmannanshire	£0.50	£0.75
Dumfries and Galloway	£0.55	£0.55
Dundee City	£0.50	£0.55
East Ayrshire	£0.31	£0.37
East Dumbartonshire	£0.40	£0.70
East Lothian (peak)	£0.75	£0.80
East Renfrewshire	£0.40	£0.70
Falkirk	£0.48	£0.69
Fife	£0.40	£0.60
Glasgow City	£0.40	£0.70
Highland	£0.35	£0.70
Inverclyde	£0.50	£0.75

Local Authority	AC rate	DC Rate
Mid Lothian	£0.42	£0.60
Moray	£0.43	£0.56
Na h-Eileanan Siar	£0.45	£0.59
North Ayrshire	£0.31	£0.37
North Lanarkshire	£0.40	£0.70
Orkney Islands	£0.30	£0.38
Perth and Kinross	£0.45	£0.50
Renfrewshire	£0.45	£0.75
Scottish borders	£0.30	£0.60
Shetland Islands	£0.49	£0.59
South Ayrshire	£0.31	£0.37
South Lanarkshire	£0.40	£0.70
Stirling	£0.45	£0.59
West Dumbartonshire	£0.40	£0.50
West Lothian	£0.40	£0.50
<b>Average Cost across 29 local Authorities</b>	<b>£0.45</b>	<b>£0.61</b>

Table 1 – Comparison of EV Tariff across Scottish local authorities – October 2024

- 4.12. There is scope to increase the EV tariff so that we can create a level playing field and attract private sector investment in EV charging infrastructure within Ayrshire.
- 4.13 Recommendation would be to increase tariffs on January 1st, 2025, and again on the 1st July 2025 as per table 2.

From 1 January 2025			
Charger Type	Tariff (p/kWh)	Minimum Fee	Overstay Fee
AC 7kW and 22kW	£0.47	£5.00	£30.00 is applied after 5 hours between 8am – 10pm
Rapid – DC	£0.62	£5.00	£30.00 is applied after 1 hour – always applied with no exemptions

From 1 July 2025			
Charger Type	Tariff (p/kWh)	Minimum Fee	Overstay Fee
AC 7kW and 22kW	£0.50	£5.00	£30.00 is applied after 5 hours between 8am – 10pm
Rapid – DC	£0.70	£5.00	£30.00 is applied after 1 hour – always applied with no exemptions

Table 2 – Tariff Increase figures

- 4.14 The above tariff in January 2025 is in line with the assumed pricing used in the financial model that supported the funding application for £2.8 million from Transport Scotland. It is only slightly higher than the Scottish local authority average which is £0.45 kWh and £0.61kWh across the other 29 local authorities. With the increase in July bringing the tariff closer to the market rate of £0.56 kWh and £0.80 kWh based on the price index of September 2024.

## 5. Legal and Procurement Implications

- 5.1 There are no legal implications arising from this report.
- 5.2 There are no procurement implications arising from this report.

## 6. Financial Implications

- 6.1 The increase in the EV charging tariff will allow a more cost neutral provision of EV charging across the Council area and provide may provide some additional income to allow repairs and maintenance to be carried out.

## 7. Human Resources Implications

- 7.1 There are no Human Resource issues the service will be managed within existing resources.

## 8. Risk

### 8.1 *Risk Implications of Adopting the Recommendations*

- 8.1.1 These risks are outwith the control of the Council and will continue to be monitored.

### 8.2 *Risk Implications of Rejecting the Recommendations*

- 8.2.1 The main risk is the level of uncertainty surrounding future energy prices and the maintenance and replacement costs associated with aging EV charge points with the EAC network by not increasing the tariff the council is at risk

for not being able to cover the operational and maintenance costs of these charge points.

8.2.2 This Tariff increase will position the council to be more cost competitive to encourage more private sector involvement as part of the Pan Ayrshire Electric Vehicle Infrastructure project with an update on this also being presented to cabinet..

## 9. Equalities

9.1 There is an adverse impact. This adverse impact would be against those who are of low income or unemployed this is offset by the individual's responsibility to live within their means. The results of the EQIA will be available on request and a summary published on the website. A copy of the Equalities Scoping Assessment is attached as [Appendix 1](#).

## 10. Sustainable Development Implications

10.1 **Considering Strategic Environmental Assessment (SEA)** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

## 11. Options Appraisal

11.1 An options appraisal has not been carried out in relation to the subject matter of this report

## 12. Link to Council Plan

12.1 The matters referred to in this report contribute to Priority 1 of the Council Plan: Spaces and Places/ Moving around and the environment (Outcome 1).

## 13. Results of Consultation

13.1 There has been no public consultation on the contents of this report.

13.2 Consultation has taken place with Councillor Bob Pollock, Portfolio Holder for Economic Development, and the contents of this report reflect any feedback provided.

## 14. Next Steps for Decision Tracking Purposes

14.1 If the recommendations above are approved by Members, the Director of Housing, Operations and Development will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the completion status reported to the Cabinet in the 'Council and Cabinet Decision Log' at each of its meetings until such time as the decision is fully implemented:

<b><i>Implementation</i></b>	<b><i>Due date</i></b>	<b><i>Managed by</i></b>
Introduction of fees/ tariffs	1 April 2025	Head of Roads

**Background Papers**    **None**

**Person to Contact**    **Jane Corrie , Head of Roads – Ayrshire Roads Alliance  
Opera House, 8 John Finnie Street, Kilmarnock, KA1 1DD; or  
County Buildings, Wellington Square, Ayr, KA1 1DR  
Phone 01563 503164  
E-mail [Jane.Corrie@ayrshireroadsalliance.org](mailto:Jane.Corrie@ayrshireroadsalliance.org)**

**Date:**    **20 December 2024**

## South Ayrshire Council Equality Impact Assessment Scoping Template

Equality Impact Assessment is a legal requirement under the Public Sector Duty to promote equality of the Equality Act 2010. Separate guidance has been developed on Equality Impact Assessment's which will guide you through the process and is available to view here: <https://www.south-ayrshire.gov.uk/equalities/impact-assessment.aspx>

Further guidance is available here: <https://www.equalityhumanrights.com/en/publication-download/assessing-impact-and-public-sector-equality-duty-guide-public-authorities/>

The Fairer Scotland Duty ('the Duty'), Part 1 of the Equality Act 2010, came into force in Scotland from 1 April 2018. It places a legal responsibility on Councils to actively consider ('pay due regard to') how we can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. [FSD Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018 and revised in October 2021. See information here: <https://www.gov.scot/publications/fairer-scotland-duty-guidance-public-bodies/>

### 1. Policy details

Policy Title	Electric Vehicle Charging Tariff
Lead Officer (Name/Position/Email)	Kevin Braidwood, Head of Roads - Kevin.Braidwood@ayrshireroadsalliance.org

**2. Which communities, groups of people, employees or thematic groups do you think will be, or potentially could be, impacted upon by the implementation of this policy? Please indicate whether these would be positive or negative impacts**

Community or Groups of People	Negative Impacts	Positive impacts
Age – men and women, girls & boys	No	Yes
Disability	No	Yes
Gender Reassignment (Trans/Transgender Identity)	No	Yes
Marriage or Civil Partnership	No	Yes
Pregnancy and Maternity	No	Yes
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	No	Yes
Religion or Belief (including lack of belief)	No	Yes
Sex – (issues specific to women & men or girls & boys)	No	Yes
Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	No	Yes

Community or Groups of People	Negative Impacts	Positive impacts
Thematic Groups: Health, Human Rights & Children's Rights	No	Yes

**3. What likely impact will this policy have on people experiencing different kinds of social disadvantage i.e. The Fairer Scotland Duty (This section to be completed for any Strategic Decisions). Consideration must be given particularly to children and families.**

Socio-Economic Disadvantage	Negative Impacts	Positive impacts
Low Income/Income Poverty – cannot afford to maintain regular payments such as bills, food, clothing	No	Yes
Low and/or no wealth – enough money to meet Basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future	No	Yes
Material Deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies	No	Yes
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	No	Yes
Socio-economic Background – social class i.e. parent's education, employment and income	No	Yes

**4. Do you have evidence or reason to believe that the policy will support the Council to:**

General Duty and other Equality Themes Consider the 'Three Key Needs' of the Equality Duty	Level of Negative and/or Positive Impact (High, Medium or Low)
<b>Eliminate unlawful discrimination, harassment and victimisation</b>	Low
<b>Advance equality of opportunity</b> between people who share a protected characteristic and those who do not	Low
<b>Foster good relations</b> between people who share a protected characteristic and those who do not. (Does it tackle prejudice and promote a better understanding of equality issues?)	Low
Increase participation of particular communities or groups in public life	Low
Improve the health and wellbeing of particular communities or groups	Low
Promote the human rights of particular communities or groups	Low
Tackle deprivation faced by particular communities or groups	Low

**5. Summary Assessment**

<b>Is a full Equality Impact Assessment required?</b> (A full Equality Impact Assessment must be carried out if impacts identified as <b>Medium and/or High</b> )	<input type="checkbox"/> <b>YES</b> <input checked="" type="checkbox"/> <b>NO</b>
<b>Rationale for decision:</b>	

**There are no negative implications associated with this paper – this paper is provided for the purposes of scrutiny. All objectives shall be applied to ensure equality in approach and inclusion.**

**Signed :** Jane Corrie

**Head of Ayrshire Roads Alliance**

**Date:** 13 December 2025