

WAVERLEY BOROUGH COUNCIL

COUNCIL

10 DECEMBER 2019

Questions from Members of the public received in accordance with Procedure Rule 10.

1. Question received from Mrs Thoreya Swage, of Farnham:

“What plans (and commitment) does the council have to double tree cover in the area?”

Response from the Portfolio Holder for Environment and Sustainability:

“I fully endorse the sentiments of the campaign to double tree cover as part of a nationwide response to the Climate Emergency and Waverley is committed to tree planting within the Borough as part of our own response to the Climate Emergency and commitment to net zero carbon by 2030.

To ensure appropriate planting the Council is creating a tree planting policy for the Borough over the coming year, this will allow the identification and consideration of sites and species of trees. It is sensible that this works in line with our Climate Emergency Action Plan and Surrey County Council’s commitment to planting 1.2m trees. It would also be advisable before committing to planting figures that we have the facts on our actual carbon footprint. It is also worth noting that we are already a heavily wooded borough on average in England tree cover sits around 13% Waverley is already around 33%.”

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Item 7. Questions from Members received in accordance with Procedure Rule 11.

The following question has been received from Cllr John Gray:

“I submit this question as a member (and the owner of an EV) under Procedure rule 11.2.

Would the Council explain why the EV charging point in Cranleigh is from a tied company scheme requiring membership rather than allowing payment to be made by credit card at time of use. The charges for the use is 30p per KW and an additional charge of £1 each time it is used. Could the council explain what other charge structures were considered and do they consider this is a cost effective supply to residents in line with the comments made to the O&S Environment Committee on 25th November page 82 para 3.5.

John Gray”

Response from the Portfolio Holder for Environment and Sustainability:

“The system operating on our EV charging points is not one that requires a membership. It is a pay as you go system, there is no joining fee and you do not need to pay any monthly subscription. Customers are asked to load money onto an app via a credit or debit card (the user can choose to save the card details in the app if they wish, it is not a requirement to do so). The pre-loaded money is then debited following a charge session, any monies can be refunded at any time, via a simple request on the app.

The tariff is broken into two elements to help with usage. By asking a connection fee, the company can reduce the cost per KW. This encourages the user to take a longer charge and often ensures the charger is free for those who need it. A connection fee is a standard practice in this market, especially when it comes to rapid chargers.

To help show this calculation, shown below are companies who do not charge a connection fee. On average there is a KW take of circa 21KW per vehicle. By using the connection fee (rather than a higher KW cost) our supplier can ensure a cost effective charge for users.

21KW take:

Geniepoint total cost : £7.30 (30p per KW, £1 connection fee)

Ecotricity: £8.19 (39p per KW, no connection fee)

Shell recharge: £8.19 (39p per KW, no connection fee)

Instavolt: £7.35 (35p per KW, no connection fee)

This shows that our tariff (Geniepoint) becomes a far more cost effective way of charging a user. As battery sizes increase and charges become longer, this cost gap will only increase in favour of our customers. The machines also have tri-headed rapid chargers (AC & DC connections) unlike some of the companies mentioned above. This ensure ANYONE, hybrid or EV, can take a charge from our chargers.

In terms of contactless payment, this is something the company are currently looking into and they are planning to roll this out across our network in the spring/summer of 2020.”