*CYNGOR BWRDEISTREF SIROL*
# *RHONDDA CYNON TAF*
**COUNTY BOROUGH COUNCIL**

## GWŶS I GYFARFOD O'R CYNGOR

C.Hanagan
Cyfarwyddwr Gwasanaeth y Gwasanaethau Democrataidd a Chyfathrebu
Cyngor Bwrdeistref Sirol Rhondda Cynon Taf
Y Pafiliynau
Parc Hen Lofa'r Cambrian
Cwm Clydach, CF40 2XX

Dolen gyswllt: Hannah Williams - Uned Busnes y Cyngor (01443 424062)

**DYMA WŶS I CHI** i gyfarfod rhithwir o **Grŵp LLYWIO'R CABINET AR FATERION YR HINSAWDD** yn cael ei gynnal ar **Dydd LLUN, 14EG MEHEFIN, 2021** am **10.00 AM.**

Caiff Aelodau nad ydyn nhw'n aelodau o'r pwyllgor ac aelodau o'r cyhoedd gyfrannu yn y cyfarfod ar faterion y cyfarfod er bydd y cais yn ôl doethineb y Cadeirydd. Gofynnwn i chi roi gwybod i Wasanaethau Democrataidd erbyn Dydd Iau, 10 Mehefin 2021 trwy ddefnyddio'r manylion cyswllt uchod, gan gynnwys rhoi gwybod a fyddwch chi'n siarad Cymraeg neu Saesneg.

## AGENDA

**Tudalennau**

### 1. DATGAN BUDDIANT

Derbyn datganiadau o fuddiannau personol gan Aelodau, yn unol â gofynion y Cod Ymddygiad.

**Nodwch:**

1. Mae gofyn i Aelodau ddatgan rhif a phwnc yr agendwm mae eu buddiant yn ymwneud ag ef a mynegi natur y buddiant personol hwnnw; a
2. Lle bo Aelodau'n ymneilltuo o'r cyfarfod o ganlyniad i ddatgelu buddiant sy'n rhagfarnu, mae **rhaid** iddyn nhw roi gwybod i'r Cadeirydd pan fyddan nhw'n gadael.

### 2. COFNODION

Cadarnhau cofnodion cyfarfod Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd a gynhaliwyd ar 17 Mawrth 2021 yn rhai cywir.

**5 - 12**

**3. STRATEGAETH DDRAFFT - NEWID YN YR HINSAWDD (2021-2025) YMATEBION I'R YMGYNGHORIAD**

Derbyn adroddiad y Prif Weithredwr, sy'n nodi canfyddiadau'r ymgynghoriad diweddar mewn perthynas â Strategaeth Ddrafft - Newid yn yr Hinsawdd y Cyngor.

**13 - 72**

**4. CYNLLUN ÔL TROED CARBON Y CYNGOR - Y DIWEDDARAF**

Derbyn adroddiad Cyfarwyddwr Materion Eiddo'r Cyngor, sy'n rhoi diweddariad i Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd mewn perthynas â'r gwaith sydd ar y gweill o ran prosiect i feithrin dealltwriaeth o Ôl-troed Carbon gweithgarwch Cyngor Rhondda Cynon Taf a sut mae'n berthnasol i ymrwymiadau ehangach y Cyngor o ran Net Sero a Lleihau Carbon.

**73 - 124**

**5. CYNLLUNIAU ALLWEDDOL AR GYFER CYNHYRCHU YNNI A MATERION CYSYLLTIEDIG**

Derbyn adroddiad Cyfarwyddwr Materion Eiddo'r Cyngor sy'n darparu diweddariad pellach i Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd mewn perthynas â'r gwaith sydd ar y gweill o ran datblygu prosiectau ynni adnewyddadwy a rhai materion eraill sy'n gysylltiedig â Lleihau Carbon.

**125 - 132**

**6. STRATEGAETH GWEFRU CERBYDAU TRYDAN A GWEITHREDU'R STRATEGAETH**

Derbyn adroddiad Cyfarwyddwr Materion Eiddo'r Cyngor, sy'n rhoi diweddariad i Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd mewn perthynas â'r gwaith sydd ar y gweill o ran llunio Strategaeth Gwefru Ceir Trydanol a sut mae'n berthnasol i ymrwymiadau ehangach y Cyngor o ran Net Sero a Lleihau Carbon.

**133 - 226**

**7. CYNLLUN CANOPI GWYRDD Y FRENHINES 2021-22**

Derbyn adroddiad y Cyfarwyddwr Gwasanaeth - Iechyd a Diogelwch y Cyhoedd, a'r Gymuned, sy'n rhannu gwybodaeth mewn perthynas â Chynllun Canopi Gwyrdd y Frenhines â'r Aelodau ac sy'n ceisio cefnogaeth y Cyngor er mwyn iddo gymryd rhan yn y fenter hon i ddathlu Jiwbilî Platinwm y Frenhines yn 2022.

**227 - 236**

**8. MATERION BRYS**

Trafod unrhyw faterion sydd, yn ôl doethineb y Cadeirydd, yn rhai brys yng ngoleuni amgylchiadau arbennig.

**<u>Cyfarwyddwr Gwasanaeth y Gwasanaethau Democrataidd a Chyfathrebu</u>**

**Cylchreliad:-**

**Y Cynghorwyr Bwrdeistref Sirol:**
Y Cynghorydd R Lewis, Y Cynghorydd M Webber, Y Cynghorydd M Norris,
Y Cynghorydd A Crimmings, Y Cynghorydd S Belzak ac Y Cynghorydd E Webster

**Swyddogion:**
Chris Bradshaw, Prif Weithredwr
Christian Hanagan, Cyfarwyddwr Gwasanaeth y Gwasanaethau Democrataidd a Chyfathrebu
Nigel Wheeler, Cyfarwyddwr Cyfadran – Ffyniant, Datblygu, a Gwasanaethau Rheng-flaen
Louise Davies, Cyfarwyddwr, Iechyd a Diogelwch y Cyhoedd, a Gwasanaethau'r Gymuned
Simon Gale, Cyfarwyddwr Materion Ffyniant a Datblygu
Richard Evans, Cyfarwyddwr - Materion Adnoddau Dynol
Barrie Davies, Cyfarwyddwr Gwasanaethau Cyllid a Digidol
David Powell, Cyfarwyddwr Materion Eiddo'r Cyngor
Lesley Lawson, Rheolwr Cyflawniad

**Cynrychiolaeth Allanol:**
Cyfeillion y Ddaear
Croeso i'n Coedwig

Tudalen wag

**RHONDDA CYNON TAF**
**GRŴP LLYWIO'R CABINET AR FATERION YR HINSAWDD**

Cofnodion rhithwir o'r gyfarfod y Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd a gynhaliwyd Dydd Mercher, 17 Mawrth 2021 am 2.00 pm

**Y Cynghorwyr Bwrdeistref Sirol - Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd Aelodau oedd yn bresennol**:

Y Cynghorydd R Lewis
Y Cynghorydd M Norris
Y Cynghorydd E Webster
Y Cynghorydd M Webber
Y Cynghorydd A Crimmings

**Cynghorwyr eraill sy'n bresennol:**

Y Cynghorydd M Griffiths

**Swyddogion oedd yn bresennol**

Mr C Bradshaw, Prif Weithredwr
Mr C Hanagan, Cyfarwyddwr Gwasanaeth y Gwasanaethau Democrataidd a Chyfathrebu
Mr N Wheeler, Cyfarwyddwr Cyfadran – Ffyniant, Datblygu, a Gwasanaethau Rheng-flaen
Mr S Gale, Cyfarwyddwr Materion Ffyniant a Datblygu
Mr R Evans, Cyfarwyddwr - Materion Adnoddau Dynol
Mr D Powell, Cyfarwyddwr Materion Eiddo'r Cyngor
Lawson, Rheolwr Cyflawniad
Mr C Davies, Rheolwr Materion Ymgynghori a Pholisïau Corfforaethol
Mr S Lock, Pennaeth Rheoli Prosiectau Ynni

**Cynrychiolwyr Allanol a wahoddwyd i'r Grŵp Llywio**

Ms H Richards – Cyfeillion y Ddaear
Mr C Blake – Phrosiect Rhondda Skyline

**10 Croeso**

Croesawodd y Cadeirydd bawb oedd yn bresennol i gyfarfod Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd gan gyflwyno Mr C Blake a oedd yn bresennol ar ran Croeso i'n Coedwig.

**11 Datgan Buddiant**

Yn unol â Chod Ymddygiad y Cyngor, ni wnaethpwyd unrhyw ddatganiadau mewn perthynas â'r Agenda.

**12 Cofnodion**

**PENDERFYNWYD** cymeradwyo cofnodion y cyfarfod a gynhaliwyd ar 16 Tachwedd 2020 yn rhai cywir.

**13 Strategaeth Ddrafft y Cyngor 2021-2025 – Mynd i'r Afael â Newid yn yr Hinsawdd**

Rhoddodd y Prif Weithredwr gyfle i Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd drafod Strategaeth Ddrafft y Cyngor - Mynd i'r Afael â Newid yn yr Hinsawdd, fyddai'n destun ymgynghoriad â thrigolion a busnesau, yn amodol ar gymeradwyaeth y Cabinet.

Rhoddodd y Prif Weithredwr wybod i'r Aelodau bod y gwaith sydd wedi'i gyflawni gan y Grŵp Llywio yn ystod y 18 mis diwethaf wedi'i gyfuno i lunio strategaeth glir er mwyn mynd i'r afael â newid yn yr hinsawdd, mae hefyd yn mynd law yn llaw â Chynllun Corfforaethol y Cyngor.

Tynnodd y Prif Weithredwr sylw'r Grŵp Llywio at Strategaeth Ddrafft Cyngor RhCT - Newid yn yr Hinsawdd ar gyfer 2021-2025, oedd wedi'i chynnwys yn Atodiad 1 yr adroddiad, a chroesawodd unrhyw sylwadau.

Dymunodd y Cadeirydd ddiolch i'r Prif Weithredwr am yr adroddiad gan gydnabod ymrwymiad cadarnhaol y Cyngor at gyflawni targedau lleol, cenedlaethol a byd eang mewn perthynas â lleihau lefelau carbon ym mhob un o wasanaethau'r Cyngor ac roedd yn falch o nodi'r targedau uchelgeisiol o ran cyflawni targed Neto Sero 2030.

Roedd yr Is-gadeirydd yn gefnogol o'r Strategaeth uchelgeisiol i Fynd i'r Afael â Newid yn yr Hinsawdd a nododd y bydd datblygu'r strategaeth yma'n cyfrannu at y saith nod cenedlaethol, yn benodol o ran Cymru sy'n gyfrifol ar lefel fyd-eang, Cymru fwy Cydnerth, Cymru Iach a Chymru o gymunedau cydlynus.

Nododd un Aelod agwedd uchelgeisiol y Cyngor o ran sefydlu rhwydwaith o fannau gwefru cerbydau trydan ledled y Sir, ysgogi'r farchnad ac ehangu'r ddarpariaeth gwefru, ond roedd yr Aelod hefyd o'r farn y dylai'r Strategaeth ganolbwyntio ymhellach ar gyfleoedd gwefru cerbydau trydan mewn ardaloedd preswyl. Pwysleisiodd yr Aelod bryderon blaenorol a godwyd gan y Grŵp Llywio mewn perthynas â'r anawsterau logistaidd sy'n gysylltiedig â gosod mannau gwefru ar strydoedd sydd heb gyfleusterau parcio oddi ar y stryd a gosod ceblau gwefru ar hyd troedffyrdd.

Roedd yr Aelodau wedi cydnabod y drafodaeth mewn perthynas â'r seilwaith i gefnogi gwaith gosod mannau gwefru cerbydau trydan mewn ardaloedd preswyl gan nodi bod adroddiad manwl wedi'i gynnwys ar yr agenda. Cytunodd yr Aelodau y byddai'r Cyngor yn gweithredu dull cam wrth gam o ganlyniad i'r dechnoleg sy'n newid yn gyson a byddai angen ceisio enghreifftiau arfer da gan Awdurdodau Lleol eraill yn Y Deyrnas Unedig.

Er bod yr adroddiad yn nodi nad oedd unrhyw oblygiadau ariannol a byddai unrhyw fuddsoddiad sydd ei angen i fynd i'r afael â'r blaenoriaethau sy'n destun yr ymgynghoriad yn cael eu hadrodd a'u trafod ar wahân yn rhan o Gynllun Tymor Canolig y Cyngor, aeth un Aelod ati i ganmol y Cyngor am ei fuddsoddiad sylweddol ym maes lleihau Carbon, o ran arbed ynni a gwelliannau i adeiladau.

Roedd y Cadeirydd wedi diolch i'r Prif Weithredwr am yr adroddiad gan roi gwybod y bydd yr adroddiad yn cael ei gyflwyno i'r Cabinet yn ystod cyfarfod nes ymlaen yn y mis.

**PENDERFYNODD Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd:**

1. Nodi cynnwys yr adroddiad yma a Strategaeth Ddrafft y Cyngor mewn perthynas â Newid yn yr Hinsawdd yn yr Atodiad;

2. Trafod Strategaeth Ddrafft y Cyngor mewn perthynas â Newid yn yr Hinsawdd a llunio argymhellion mewn perthynas â'r strategaeth ar gyfer Cabinet y Cyngor cyn i'r Cabinet fynd ati i drafod y Strategaeth yn ystod ei gyfarfod nes ymlaen yn y mis. Bydd gofyn i'r Cabinet drafod a yw'n dymuno cychwyn gwaith ymgysylltu eang gyda thrigolion a busnesau mewn perthynas ag ymateb y Cyngor i newid yn yr Hinsawdd gan ddechrau ym mis Ebrill 2021; a
3. Bod canlyniadau'r ymgynghoriad ar Strategaeth Ddrafft y Cyngor mewn perthynas â Newid yn yr Hinsawdd yn cael eu trafod gan y Grŵp Llywio ar Faterion Newid yn yr Hinsawdd ym mis Mehefin cyn cyfarfod y Cabinet ym mis Mehefin.

**14 Cynllun Cyfathrebu ac Ymgysylltu ar Faterion Newid yn yr Hinsawdd**

Rhoddodd y Cyfarwyddwr Gwasanaeth, Gwasanaethau Democrataidd a Chyfathrebu diweddariad i Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd ynglŷn â'r dull o ymgysylltu â'r gymuned a chyfathrebu mewn perthynas â Newid yn yr Hinsawdd.

Pwysleisiodd y Cyfarwyddwr Gwasanaeth bwysigrwydd cychwyn sgwrs ehangach gyda'r gymuned mewn perthynas â phwysigrwydd mynd i'r afael â newid yn yr hinsawdd er mwyn annog newid mewn ymddygiad a newid o ran sicrhau cefnogaeth y gymuned, yn ogystal â thargedu sgwrs ynghylch meysydd penodol megis Strategaeth Newid yn yr Hinsawdd y Cyngor.

Rhoddodd y Cyfarwyddwr Gwasanaeth amlinelliad o'r dull rhithwir arfaethedig ar gyfer y drafodaeth barhaus mewn perthynas â newid yn yr hinsawdd, sydd wedi ystyried yr heriau sy'n gysylltiedig ag ymgysylltu, a oedd wedi codi o ganlyniad i bandemig Covid-19. Rhoddodd y Grŵp Llywio wybod am ddatblygiad y porth Newid yn yr Hinsawdd canolig a'r nod o sefydlu sgwrs barhaus gyda thrigolion, gyda chymorth y Grwpiau Amgylcheddol.

Cynigodd y Cyfarwyddwr Gwasanaeth ymgynghoriad 6-8 wythnos o ran Strategaeth Ddrafft y Cyngor mewn perthynas â Newid yn yr Hinsawdd, fyddai'n defnyddio'r dulliau canlynol i godi ymwybyddiaeth:

- Gwefan 'Dewch i Siarad RhCT', fyddai'n cynnwys dogfennau ar-lein, arolygon, arolygon barn a fideos;
- Gwefannau cyfryngau cymdeithasol amrywiol;
- Gweithio mewn partneriaeth gyda grwpiau cymunedol; a
- Sesiynau ymgysylltu rhithwir amrywiol.

Cafodd yr Aelodau wybod am y bwriad i sefydlu cynllun ymgysylltu a chyfathrebu manwl yn gynnar yn ystod Blwyddyn nesaf y Cyngor, fyddai'n cynnwys rhai o ymgyrchoedd y Cyngor wedi'u targedu er mwyn i'r Grŵp Llywio'u trafod.

Roedd y Cadeirydd wedi diolch i'r Cyfarwyddwr Gwasanaeth am y Cynllun Cyfathrebu ac Ymgysylltu a nododd y brwdfrydedd y mae'r trigolion eisoes wedi'i ddangos mewn perthynas â mynd i'r afael â newid yn yr hinsawdd. Siaradodd y Cadeirydd am y cyfyngiadau cyfredol sydd ar waith o ganlyniad i bandemig Covid-19 a siaradodd am bwysigrwydd sicrhau bod y dull mor hygyrch ag sy'n bosibl ac mor hawdd i'w ddefnyddio ag sy'n bosibl er mwyn sicrhau ei fod yn

cyrraedd cynulleidfa ehangach.

Siaradodd yr Is-gadeirydd am fanteision cyfathrebu wyneb yn wyneb â thrigolion a defnyddiodd ymgynghoriad y Cyngor mewn perthynas â'r gyllideb fel enghraifft, roedd yn fodlon y byddai'r Cyngor yn defnyddio pob dull posibl i ymgysylltu â'r gymuned ar bwnc pwysig fel hyn. Aeth yr Aelod ymlaen i siarad am strategaeth ymgysylltu flaenorol y Cyngor mewn perthynas ag ailgylchu a phwysleisiodd bwysigrwydd defnyddio'r derminoleg gywir wrth ymgysylltu â thrigolion.

Siaradodd un Aelod am bwysigrwydd ymgysylltu â phobl ifanc, y cyfeiriwyd ato yn Adran 4.6 yr adroddiad. Siaradodd yr Aelod am frwdfrydedd a sylwadau gwerthfawr plant a phobl ifanc mewn perthynas ag ymgysylltu ac ailgylchu.
Adleisiodd un Aelod sylw a gafodd ei wneud mewn perthynas â phwysigrwydd ymgysylltu â phobl ifainc, ac awgrymodd rhai meysydd eraill y mae modd i'r Cyngor ei ystyried yn rhan o'r cynllun ymgysylltu:

- Rhwydwaith llysgenhadon ifainc Cymru ar gyfer newid yn yr hinsawdd;
- Y potensial i sefydlu Cynulliad Newid yn yr Hinsawdd, fel yr un yn Blaenau Gwent; a'r
- Cyfle i fanteisio ar becyn hyfforddi Technoleg Amgen ar gyfer Prydain Di-garbon.

Gyda chytundeb y Cadeirydd, siaradodd yr Aelod nad yw'n Aelod o'r Pwyllgor, Cynghorydd y Fwrdeistref Sirol M. Griffiths am yr eitem gan ofyn i'r Cyngor gynnwys grwpiau cymunedol llai a grwpiau gweithgar yn rhan o'r gwaith ymgysylltu y mae'r Cadeirydd wedi cytuno arnyn nhw.

PENDERFYNODD **Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd:**

1. Cymeradwyo'r dull arfaethedig ar gyfer ymgynghori ar y Strategaeth Ddrafft - Newid yn yr Hinsawdd, a'r ymgyrch cyfathrebu/hyrwyddo cysylltiedig, a fydd yn cael eu cynnal ym mis Ebrill a Mai 2021;
2. Trafod a chefnogi'r dull diwygiedig o gynnal y sgwrs barhaus mewn perthynas â newid yn yr hinsawdd;
3. Cytuno i'r swyddogion weithio mewn partneriaeth â rhanddeiliaid a grwpiau amgylcheddol allweddol er mwyn datblygu'r dull yma ar gyfer y dyfodol, a gofyn iddyn nhw gydweithio â ni ar weithgarwch cyfathrebu ac ymgysylltu penodol; a
4. Derbyn diweddariadau ar gynnydd sydd wedi'i wneud yn ystod cyfarfodydd yn y dyfodol, gan gynnwys adborth ar ymgynghoriad y strategaeth newid yn yr hinsawdd.

**15 Isadeiledd Gwefru Cerbydau Trydan: Sbarduno Newid**

Rhoddodd y Cyfarwyddwr Eiddo Corfforaethol drosolwg o gynlluniau tymor canolig a hir dymor y Cyngor mewn perthynas â datblygu'r isadeiledd gwefru cerbydau trydan.

Yn gyntaf, roedd y Cyfarwyddwr wedi atgoffa'r Grŵp Llywio o'r trafodaethau blaenorol ynghylch adroddiadau sy'n ymwneud â'r sefyllfa o ran allyriadau carbon, trafnidiaeth a'r camau wedi'u nodi i leihau allyriadau o'r fath. Soniodd y Cyfarwyddwr am dystiolaeth yr oedd Cymdeithas Llywodraeth Leol Cymru wedi'i chyflwyno i Lywodraeth Cymru, a oedd yn rhagweld y bydd nifer y cerbydau trydan trwyddedig yn y DU yn cyrraedd 13.6 miliwn erbyn 2030 ac yn cynrychioli 60% o gyfran y farchnad.

Cafodd y Grŵp Llywio wybod am y meysydd gwaith canlynol y mae'r Cyngor eisoes wedi'i gyflawni i leihau allyriadau carbon sy'n gysylltiedig â Thrafnidiaeth:

- Briff dylunio ar gyfer yr holl gynlluniau mawr a chynlluniau Band B Ysgolion yr 21ain Ganrif sydd wedi'u diwygio i gynnwys darpariaeth mannau gwefru cerbydau trydan ar gyfer pob cynllun yn y dyfodol;
- Gosod mannau gwefru cerbydau trydan mewn prosiectau a gwblhawyd yn ddiweddar;
- Gweithio gydag Awdurdod Trafnidiaeth Prifddinas Ranbarth Caerdydd i gaffael cyllid gwerth £1.3miliwn gan Lywodraeth Cymru yn ystod 2021 i sefydlu rhwydwaith o fannau gwefru cerbydau trydan ar gyfer tacsis ledled y rhanbarth;
- Gweithio gydag Awdurdod Trafnidiaeth Prifddinas Ranbarth Caerdydd i ddatblygu cynigion i osod mannau gwefru 22KW mewn amrywiaeth o safleoedd sy'n eiddo i'r cyngor ledled y rhanbarth;
- Arbrofi gyda mannau gwefru hybrid a mannau gwefru cerbydau trydan yn ogystal â monitro'r posibilrwydd ar gyfer datrysiadau tanwydd mewn perthynas â cherbydau fflyd, megis hydrogen; a
- Archwilio'r posibilrwydd o osod canopïau solar yn y maes parcio yn un o ganolfannau hamdden y Cyngor, gyda'r cyfle i gynnwys mannau gwefru Cerbydau Trydan yn y cynllun os yw'r cynllun yn cael ei weithredu.

Cyfeiriodd y Cyfarwyddwr sylw'r Aelodau at Adran 5 o'r adroddiad, sy'n nodi manylion y cynnydd sydd wedi'i wneud gan Awdurdodau Lleol cyfagos a'r sector preifat. Mae nifer ohonyn nhw wedi sicrhau darpariaeth o fannau gwefru cerbydau trydan ar gyfer trigolion a chwsmeriaid.

Siaradodd y Cyfarwyddwr am yr angen i ddatblygu Strategaeth Gwefru Cerbydau Trydan y Cyngor gyda nodau tymor byr, tymor canolig a hir dymor i fynd i'r afael â gofynion RhCT yn y dyfodol a dywedodd y byddai'r strategaeth yn sefyll ochr yn ochr â pholisïau cynllunio newydd a fabwysiadwyd o fewn y Cyngor ond y byddai angen adolygu a diweddaru'r rhain yn unol â mentrau rhanbarthol a/neu'r galw ar gyfer mannau gwefru cerbydau trydan yn y dyfodol. Dywedodd y Cyfarwyddwr y byddai'r Cyngor, lle bo hynny'n bosibl, yn ceisio archwilio unrhyw gyfleoedd cyllido i gyflawni'r newid yn llwyddiannus.

Diolchodd y Cadeirydd i'r Cyfarwyddwr a'r swyddogion am yr adroddiad manwl. Soniodd y Cadeirydd am y cynnydd yn y galw am gerbydau trydan ymhlith trigolion ac roedd yn falch o nodi dull rhagweithiol y Cyngor i fodloni gofynion defnyddwyr yn y Fwrdeistref Sirol.

Siaradodd yr Is-gadeirydd yn gadarnhaol am y gwaith y mae'r Cyngor wedi'i wneud i leihau allyriadau carbon sy'n gysylltiedig â chludiant ac roedd yn arbennig o falch o nodi bod y Cyngor yn ystyried ei fflyd ei hun. Soniodd yr Aelod am bwysigrwydd ceisio enghreifftiau o arfer gorau gan Awdurdodau Lleol eraill ac am ymgynghoriad eang, a fyddai'n rhoi mewnwelediad gwell i ofynion trigolion.

Cyfeiriodd un Aelod at y map o RCT sy'n dangos mannau gwefru cerbydau trydan posibl, sydd wedi'i nodi yn Atodiad III yr adroddiad, gan awgrymu y dylai'r Cyngor ystyried ardal Cwm Rhondda uchaf. Yn ogystal â hynny, cododd Aelod bryderon mewn perthynas â chyflenwad pŵer sydd ar gael ar gyfer mannau gwefru cerbydau trydan a chyfyngiadau grant y Swyddfa Cerbydau Allyriadau Isel, sy'n golygu na fyddai nifer o drigolion y Fwrdeistref, sydd heb fannau parcio oddi ar y stryd, yn gymwys.

Roedd Pennaeth Rheoli Prosiectau Ynni wedi nodi sylwadau'r Aelod mewn perthynas â'r problemau sy'n gysylltiedig â phŵer ledled De Cymru. Rhoddodd wybod bod Gweithredwyr y Rhwydwaith Dosbarthu yn y broses o newid Gweithredwyr y Rhwydwaith Dosbarthu gyda'r bwriad o greu rhwydwaith sy'n fwy hygyrch a hyblyg.

Siaradodd un Aelod am gyfarfodydd Trafnidiaeth Ranbarthol a pha mor galonogol yw hi i weithio ar y cyd ag Awdurdodau Lleol eraill, o ran rhannu gwersi a ddysgwyd ac arferion da.

Gyda chytundeb y Cadeirydd, siaradodd yr Aelod nad yw'n Aelod o'r Pwyllgor, Cynghorydd y Fwrdeistref Sirol M. Griffiths am yr eitem a gofyn i'r Cyngor ystyried amrywiaeth o leoliadau yn Ne'r Sir ar gyfer sefydlu mannau gwefru cerbydau trydan, megis Canolfan Hamdden Llantrisant a maes parcio i'r cyhoedd yn ardal Pont-y-clun. Roedd yr Aelod o'r farn y byddai gosod mannau gwefru cerbydau trydan ar safleoedd Parcio a Theithio yn achosi problemau oherwydd bod modd gadael y cerbyd yna drwy'r dydd.

Dymunodd Gyfarwyddwr Eiddo Corfforaethol ddiolch i'r Aelodau am eu hawgrymiadau a'u sylwadau gan nodi y bydd y rhain yn cael eu hystyried.

PENDERFYNODD **Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd:**

1. Nodi cynnwys yr adroddiad a nodi bod y Cyngor wir yn awyddus i sbarduno newid o ran isadeiledd gwefru cerbydau trydan ledled y Fwrdeistref Sirol;
2. Parhau â'r gwaith da sydd eisoes yn cael ei wneud megis parhau â threialu cerbydau trydan i'w ddefnyddio yn fflyd y Cyngor;
3. Y bydd swyddogion yn datblygu Strategaeth Isadeiledd Gwefru Cerbydau Trydan i eistedd ochr yn ochr â Strategaeth Drafnidiaeth a Pholisïau Cynllunio ar gyfer y dyfodol; a
4. Y bydd cynllun gweithredu yn cael ei ddatblygu i gyflawni prosiectau ochr yn ochr â'r Strategaeth.

**16 Materion Brys**

Gyda chytundeb y Cadeirydd, cafodd y diweddariadau canlynol eu rhannu â'r Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd:

- Rhoddodd Mr C Blake ddiweddariad i Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd mewn perthynas â Phrosiect Rhondda Skyline. Rhoddodd Mr Blake wybod i'r Grŵp Llywio bod y cytundeb cychwynnol i sicrhau 84 hectar o goetir er mwyn i'r gymuned ei ddefnyddio yn rhan o gytundeb rheoli 20 blynedd wedi'i gymeradwyo gan Gyfoeth Naturiol Cymru ond cafodd ei wrthod gan yr Archwilydd Cyffredinol. Yn dilyn trafodaethau pellach, roedd dull newydd wedi'i sefydlu mewn egwyddor, i roi cyfle i'r

gymuned ddweud ei dweud yn y broses o ddylunio tirwedd fwy o ran adfywio naturiol. Y gobaith oedd y byddai cyllid grant ar gael gan CNC, gyda'r bwriad o ddarparu cyfleoedd cyflogaeth a hyfforddiant i'r gymuned o ran cyflawni rhai o'r cynlluniau rheoli coetir llai.

- Rhoddodd y Pennaeth Rheoli Prosiectau Ynni wybod i'r Aelodau am Weithgor Newid yn yr Hinsawdd, sydd wedi'i ddatblygu i gefnogi'r broses o gyflwyno gwaith Grŵp Llywio'r Cabinet ar Faterion yr Hinsawdd. Dywedodd y swyddog fod y gweithgor yn cynnwys y swyddogion perthnasol o bob un o feysydd y Cyngor, a fyddai'n gweithio gyda'i gilydd i nodi, cydlynu a gweithredu'r strategaethau. Roedd cyfarfod cyntaf y Gweithgor wedi'i drefnu ar gyfer yr wythnosau nesaf a byddai diweddariad yn cael ei ddarparu yn ystod cyfarfod nesaf Grŵp Llywio'r Cabinet ar faterion Newid yn yr Hinsawdd.

- Rhoddodd y Pennaeth Rheoli Prosiectau Ynni ddiweddariad i'r Grŵp Llywio ar y Prosiect Ôl-troed Carbon. Cafodd yr Aelodau wybod bod y Cyngor wedi bod yn gweithio gyda'r Ymddiriedolaeth Garbon i gael mewnwelediad i Ôl-troed Carbon RhCT. Cafodd Aelodau wybod y bydd diweddariad cychwynnol ynglŷn â'r canfyddiadau yn cael eu cyflwyno yn ystod cyfarfod o'r Grŵp Llywio er mwyn pennu ffordd ymlaen.

**DAETH Y CYFARFOD I BEN AM 3.06 pm**

**Y CYNGHORYDD RHYS LEWIS**
**Cadeirydd.**

Tudalen wag

**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**CLIMATE CHANGE CABINET STEERING GROUP**

**14TH JUNE 2021**

# DRAFT CLIMATE CHANGE STRATEGY (2021-2025) CONSULTATION RESPONSES

**REPORT OF THE CHIEF EXECUTIVE IN DISCUSSION WITH CABINET'S CLIMATE CHANGE CHAMPION (COUNCILLOR RHYS LEWIS)**

**Authors: Chris Bradshaw, Chief Executive and Chris Davies, Corporate Policy & Consultation Manager**

## 1. PURPOSE OF THE REPORT

1.1 The purpose of the report is to outline the findings from the recent consultation on the Council's Draft Climate Change Strategy.

## 2. RECOMMENDATIONS

It is recommended that the Cabinet Steering Group:

2.1 Note and consider the feedback received on the Draft Council Tackling Climate Change Strategy.

2.2 Request that Officers use the feedback to inform the development of the final Climate Change Strategy.

## 3. REASONS FOR RECOMMENDATIONS

3.1 To ensure that the work of the Climate Change Cabinet Steering Group works towards the Council's aim of becoming Carbon Neutral by 2030.

## 4. BACKGROUND

4.1 In March 2021, the Climate Change Cabinet Steering Group received a report that provided the opportunity to consider the Draft Council Tackling Climate Change Strategy and agreed to engage and consult

with residents and businesses on the Council's response to Climate Change.

4.2 The Council's draft Tackling Climate Change Strategy seeks to set the overall direction for the Council over the coming five years, describing its vision, purpose and ambition as local authority in respect of the Council's carbon footprint and the carbon footprint for the County Borough.

4.3 The Council's proposed vision is:

**By 2030**

- Rhondda Cynon Taf Council will be carbon neutral;
- The whole County Borough will be as close as possible to carbon neutral;
- Our work with partners will have contributed to reducing carbon emissions across the County Borough by ********.

4.4 In our Corporate Plan 2020-24, Making A Difference, the Council acknowledged that delivering our Climate Change commitment is our greatest challenge. In our plan we committed to delivering three main priorities, all of which will contribute to and benefit from tackling climate change:

- Ensuring **People:** *are independent, healthy and successful;*
- Creating **Places:** *where people are proud to live, work and play;*
- Enabling **Prosperity:** *creating the opportunity for people and businesses to: be innovative; be entrepreneurial; and fulfil their potential and prosper.*

4.5 Our Climate Commitments underpin each of our priorities. These commitments have been developed using the best information available at a time of significant and competing local, regional, national and global priorities with new and fast-moving opportunities being presented by governments and businesses alike.

4.6 No single plan can set out the many ways in which we are working to reduce carbon emissions in order to achieve our commitments in Rhondda Cynon Taf. The Draft Climate Change Strategy is a framework to guide us and shape what we do to reduce both the Council's carbon footprint and that of the County Borough.

4.7 The Draft Strategy has been subject to a wide-ranging consultation, as part of a new ongoing Climate Conversation.

## 5. THE CLIMATE CHANGE CONVERSATION

5.1 The Climate Change Strategy engagement was branded as "Let's Talk Climate Change RCT" and used a new online engagement platform, which hosted key consultation documents, including the strategy itself, a plain English version of the strategy and other relevant links. The methods of engagement on the site included an online survey, a number of short polls, the ability to map localised comments, a stories box and a section where users are invited to provide their ideas on a certain topic (stories).

5.2 A "Think Climate" YouTube video was used to outline and promote the consultation - https://youtu.be/Iyg5c4XABdk

5.3 The online tools and information were promoted through all social media channels, print media and the Council's corporate website. A number of emails/letters were sent to a range of stakeholders.

5.4 The Council's social media team linked to a number of campaigns that ran through the consultation period, including, Earth Day, National Gardening Week, Water Saving Week and National Children's Walk to School Week.

5.5 Staff were provided with the main tools on the site to provide feedback, as well as a separate survey, which asked them if they had ideas about how we can do more to tackle Climate Change within any of our Council services.

5.6 Over 1000 businesses across RCT were emailed a link to the consultation, from the Council databases and also directly from the BIDs in Pontypridd, Treorchy and Aberdare.

5.7 All primary and secondary schools were emailed the consultation links and asked to share with parents and children through the school communication channels. In addition, we developed a young persons' approach using Instagram, and promoted through the WICID website, supported by the Council's Youth Engagement and Participation team and our schools.

5.8 We held a number of Online engagement sessions with the Older Person's Advisory Group, the Community Council Liaison Committee and a Youth Forum.

5.9 The Council provided a number of alternatives to online engagement, as it is important to continue to consider hard to reach groups, those having reduced or no access to the Internet and those who prefer to engage through traditional methods. This included a telephone consultation option working with the Council's Contact Centre, paper surveys and information available on request and a consultation freepost address for postal responses.

5.10 In addition to a specific consultation on the Draft Climate Change Strategy, we have also started to develop an ongoing Climate Change conversation. The aim is to work with services and partners to develop appropriate engagement for individual climate change projects based on the detailed action plans that underpin the climate change strategy.

5.11 As part of the conversation we launched a second project in April to gain views to inform a future RCT Electric Vehicle (EV) Charging and Infrastructure Strategy. The consultation ran alongside the overall consultation on the draft climate change strategy. This is the first of many climate change conversations that will take place and we will work with service managers to assist them with any engagement requirements over the next year.

## 6 KEY FINDINGS

6.1 The following provides a summary of the main findings from the Let's Talk Climate Change RCT consultation.

- 76% of respondents to the survey agreed that the Council's work to tackle Climate Change should be set out in one plan.
- 90% of respondents strongly agree or agree with the Council's Climate Change **PLACE** commitments. The majority of respondents agreed with all of the proposed actions.

| % | Yes | No | Don't know |
|---|---|---|---|
| Using wind, water, waste and energy from the sun to generate clean energy that we can use in local buildings and homes | 94.9 | 2.9 | 2.3 |
| Using and recycling more of the waste we collect | 94.9 | 1.7 | 3.4 |
| Helping people to get about more easily using more buses, trains and bikes | 88.0 | 6.9 | 5.1 |

| | | | |
|---|---|---|---|
| Making sure that traffic fumes from traffic are kept as low as possible | 90.9 | 5.1 | 4.0 |
| Helping put in charging points to make it easier for people with electric cars to use | 87.9 | 6.4 | 5.8 |
| Using natural ways to help stop flooding, wildfires and keep carbon in the ground | 97.7 | 0.0 | 2.3 |
| Helping more people to get together to enjoy and protect nature and wildlife across RCT | 93.7 | 2.9 | 3.4 |

- 90% of respondents strongly agree or agree with the Council's Climate Change **PROSPERITY** commitments. The majority of respondents agreed with all of the proposed actions.

| % | Yes | No | Don't know |
|---|---|---|---|
| Making sure that our plans that set out how and where we build do not add further carbon emissions into the air and protect the high and hilly land across the County Borough | 92.0 | 2.9 | 5.1 |
| Helping people to use less energy in their homes | 96.0 | 1.7 | 2.3 |
| Helping to make sure new houses are not built in places that haven't already been built on and people can get to them without a car | 82.9 | 7.4 | 9.7 |
| Helping to make sure that new houses and commercial buildings can make and store their own energy and have charging points for electric cars | 93.1 | 1.1 | 5.7 |
| Helping people and landlords to make changes to homes so they use less and greener energy | 94.3 | 1.7 | 4.0 |
| Encouraging and helping local businesses to find ways to waste less, reduce pollution and protect the environment | 98.3 | 1.1 | 0.6 |
| Helping local businesses to find products less harmful to nature locally | 94.9 | 1.1 | 4.0 |
| Finding ways to buy more of what the Council's services need locally | 89.7 | 4.0 | 6.3 |
| Planting trees and shrubs in town centres | 88.0 | 5.1 | 6.9 |
| Helping children and young people in our schools to understand more about nature and climate | 93.7 | 2.9 | 3.4 |
| Helping people of all ages to train or retrain for new skills so that they can find jobs and create changes in companies that will help to protect the planet | 87.4 | 2.9 | 9.7 |

- 87% of respondents strongly agree or agree with the Council's Climate Change **PEOPLE** commitments. The majority of respondents agreed with all of the proposed actions.

| % | Yes | No | Don't know |
|---|---|---|---|
| Providing information that will help people to make choices in their lives that can help put less carbon in the air. For example, wasting less, recycling more, driving less, driving more slowly and not running the engine when the car is stopped | 82.3 | 9.7 | 8.0 |
| Encouraging and helping people to make their homes more energy efficient | 98.3 | 0.6 | 1.1 |
| Making space in Ynysangharad Park where people can learn about local nature, practice new skills and take part in activities that will help the climate and grow fresh vegetables for local foodbanks | 76.6 | 10.9 | 12.6 |
| Encouraging more people to join with others to enjoy and help nature | 84.6 | 5.1 | 10.3 |
| Offering land to people and groups so that they can grow their own fruit and vegetables and to share them with others | 91.4 | 4.0 | 4.6 |
| Giving more vegetarian meal choices to children and young people in schools and people who receive Meals on Wheels | 72.0 | 16.0 | 12.0 |

- 56% of respondents thought that the Climate Commitments would help the Council to meet its carbon reduction targets.

- The following are the overarching, main themes taken from the open responses, which were identified as priorities by respondents;

  - Electric Vehicles/charging
  - Housing and Renewable energy
  - Active Travel/alternatives to the car/working from home
  - Biodiversity, wildflowers and tree planting
  - Education/projects in schools
  - General communication and education of the public

- Reducing Waste/recycling
- Businesses/local trade
- Vegetarian and Plant based meals

- 81.9% of respondents felt that they didn't have enough information about the impact of climate change.

- 100% of respondents said they were very concerned or concerned about the impact of Climate Change in their local area.

6.2 Overall, 392 people took part in the engagement on the Climate Change Strategy, with 220 people engaged directly in the engagement via the Let's Talk Climate Change engagement tool. 349 were informed (viewed documents and multiple pages) and 608 were aware (visited the site).

## 7. EQUALITY AND DIVERSITY IMPLICATIONS

7.1. An Equality Impact Assessment is not required with regard to this report.

## 8. CONSULTATION

8.1 The draft Tackling Climate Change Strategy has been subject to a comprehensive public consultation over the two months to 31 May 2021.

## 9. FINANCIAL IMPLICATION(S)

9.1 There are no financial implications directly aligned to this report at this stage.

## 10. LEGAL IMPLICATIONS *OR* LEGISLATION CONSIDERED

10.1 There are no legal implications aligned to this report.

## 11. LINKS TO CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.

11.1 The Council has committed to becoming a Carbon Neutral organisation by 2030 and to work with residents and businesses within the Borough to ensure the whole County Borough is Carbon Neutral as close as possible to the 2030 target. This supports the priorities of the Council's current Corporate Plan.

11.2 This work is fully reflecting the Sustainable Development principles of the Well-being of Future Generations Act and will contribute to all seven National Goals, with more immediate direct contributions to a Globally Responsible Wales, a more Resilient Wales, a Healthy Wales and a Wales of Cohesive Communities.

## 12. CONCLUSION

12.1 In March 2021, the Climate Change Cabinet Steering Group agreed to engage and consult with residents and businesses on the Council's response to Climate Change.

12.2 A consultation was undertaken in April and May 2021 and the findings show that the majority of respondents are in support of the draft Climate Change Strategy and the priorities within.

12.3 The attached report provides a summary of the findings. A wide range of comments were received to inform the final Strategy, all of which will be circulated to the responsible Officers, so that as much feedback as possible can be fed into the process.

12.4 The Consultation Team will continue to develop an ongoing Climate Change conversation, working with the Steering Group, Council services and partners to develop appropriate engagement for individual climate change projects, based on the detailed action plans that underpin the final Climate Change Strategy.

**APPENDIX** – **Consultation Report**

Tudalen wag

Dewch i siarad RhCT
Let's talk RCT

Rhondda Cynon Taf
Hinsawdd Ystyriol
Think Climate
Rhondda Cynon Taf



Consultation on the

# Draft Climate Change Strategy

**June 2021**

RHONDDA CYNON TAF

**CONTENTS**





## FIGURES AND TABLES

# SUMMARY


- This section provides a summary of the main findings from the Let's Talk Climate Change RCT consultation on the draft strategy.

- The consultation was conducted in-house using the Council's new consultation and engagement website, Let's Talk RCT. The consultation started on the 9th April and ended on the 31st May 2021 and used a range of methods. The digital approach used a new online consultation tool called "Let's Talk RCT".

- The Climate Change Strategy engagement was branded as "Let's Talk Climate Change RCT" and hosted key consultation documents, including the strategy itself, a plain English version of the strategy and other relevant links. The methods of engagement on the site included an online survey, a number of short polls, the ability to map localised comments, a stories box (where users are invited to provide comment and can attach images or documents) and a section where users are invited to provide their ideas on a certain topic (stories).

- In addition to the specific consultation on the Draft Climate Change Strategy, we have also started to develop **an ongoing Climate Change conversation.** The aim is to work with services and partners to develop appropriate engagement for individual climate change projects based on the detailed action plans that underpin the climate change strategy. As part of the conversation we launched a second project in April to gain views to inform a future RCT Electric Vehicle (EV) Charging and Infrastructure Strategy.

- 76% of respondents to the survey agreed that the Council's work to tackle Climate Change should be set out in one plan.

- 90% of respondents strongly agree or agree with the Council's Climate Change **PLACE** commitments. The majority of respondents agreed with all of the proposed actions.


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| Helping people to get about more easily using more buses, trains and bikes | 88.0 | 6.9 | 5.1 |
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| Helping people of all ages to train or retrain for new skills so that they can find jobs and create changes in companies that will help to protect the planet | 87.4 | 2.9 | 9.7 |

- 87% of respondents strongly agree or agree with the Council's Climate Change **PEOPLE** commitments. The majority of respondents agreed with all of the proposed actions, however the levels of agreement were lower than for the places and prosperity priorities.

| % | Yes | No | Don't know |
|---|---|---|---|
| Providing information that will help people to make choices in their lives that can help put less carbon in the air. For example, wasting less, recycling more, driving less, driving more slowly and not running the engine when the car is stopped | 82.3 | 9.7 | 8.0 |
| Encouraging and helping people to make their homes more energy efficient | 98.3 | 0.6 | 1.1 |
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  - Housing and Renewable energy
  - Active Travel/alternatives to the car/working from home
  - Biodiversity, wildflowers and tree planting
  - Education/projects in schools
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  - Businesses/local trade
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- 81.9% of respondents felt that they didn't have enough information about the impact of climate change.

- 100% of respondents said they were very concerned or concerned about the impact of Climate Change in their local area.

- Overall, 392 people took part in the engagement on the Climate Change Strategy, with 220 people engaged directly in the engagement via the Let's Talk Climate Change engagement tool. 349 were informed (viewed documents and multiple pages) and 608 were aware (visited the site).

# 1. INTRODUCTION

1.1 This report presents the findings of the Let's Talk Climate Change RCT Draft Strategy consultation (2021-25).

1.2 Section 2 outlines some background to the consultation process.

1.3 Section 3 details the methodology.

1.4 Section 4 provides the results of the online questionnaire, ideas tool, stories and a number of polls.

1.5 Section 5 presents the feedback from a Virtual Young Persons Engagement meeting and Instagram engagement.

1.6 Section 6 presents the feedback received from the Older Persons Advisory Group.

1.7 Section 7 provides feedback on the staff survey.

1.8 Section 8 provides feedback via email.

# 2. BACKGROUND

2.1 The Council's draft Tackling Climate Change Strategy seeks to set the overall direction for the Council over the coming five years, describing its vision, purpose and ambition as local authority in respect of the Council's carbon footprint and the carbon footprint for the County Borough.

2.2 The Council's proposed vision is:

By 2030

- Rhondda Cynon Taf Council will be carbon neutral;
- The whole County Borough will be as close as possible to carbon neutral;
- Our work with partners will have contributed to reducing carbon emissions across the County Borough by ***** ((We are working with the Carbon Trust to better understand the Council's Carbon Footprint and that of the County Borough, and in the next few months this information will be available. We will then set specific targets based on this detailed carbon footprint).

2.3 In order to deliver the Vision, the Council will continue to provide strong community leadership and create a cleaner, greener environment for people and businesses to be independent, healthy and prosperous and for natural eco systems to thrive.

2.4 In the Council's Corporate Plan 2020-24, Making A Difference, it is acknowledged that delivering the Climate Change commitment is the Council's greatest challenge. The plan is committed to delivering three main priorities, all of which will contribute to and benefit from tackling climate change:

- Ensuring **People:** *are independent, healthy and successful;*
- Creating **Places:** *where people are proud to live, work and play;*
- Enabling **Prosperity:** c*reating the opportunity for people and businesses to: be innovative; be entrepreneurial; and fulfil their potential and prosper.*

2.5 The Climate Commitments underpin each of the priorities. These commitments have been developed using the best information available at a time of significant and competing local, regional, national and global priorities with new and fast-moving opportunities being presented by governments and businesses alike. The pace of change is also being accelerated by the growing pressure of people across the world to take climate action.

2.6 The Council's commitments to reduce carbon within the Council include:

- Reducing our carbon footprint in respect of all the Council's activities.
- Reducing the demand for energy and embedding carbon reduction into everything we do.
- Using public sector land for green energy generation and/or carbon storage.

- Investing in solar energy installations in Council buildings and making sure that all new schools, offices, homes and commercial buildings within the County Borough are built to a Net Zero standard.
- Supplying all our buildings and offices with low carbon heat and/or generating our own electricity.
- Further developing the use of hydrogen for fuel cells in Council vehicles and buildings.
- Ensuring we recycle or reuse 80% of all municipal waste by 2025.
- Continuing to locate services closer the people that use, work and visit them.
- Procuring a vehicle fleet that is fit for purpose yet has a limited impact on the environment and replacing all our new cars and light goods vehicles with ultra-low emission vehicles.
- Taking a sustainable approach to the supplies and services we buy within the Council, from major building projects to eliminating single use plastics, so that we better support the local and green economy.
- Reducing staff travel by car by continuing to maximise the use of technology, encouraging active travel and greater use of public transport significantly reducing car commutes and business travel.

2.7 The success of the Climate Change Strategy will be dependent on the Council playing its part to protect the planet for future generations, and also working with other public bodies and organisations to maximise the impact of this work. This includes encouraging and facilitating changes in lifestyle in all staff and their representatives, elected Members, residents, local business as well as our visitors to Rhondda Cynon Taf. We all have a part to play.

2.8 In early 2021 the Council and Council's Cabinet agreed that the draft Climate Change Strategy be subject to a comprehensive public consultation over the two months to 31 May 2021. The approach for a consultation on the draft Climate Change Strategy was agreed, as well as a plan for an ongoing climate change conversation.

2.9 The COVID 19 pandemic and associated challenges presented a unique set of circumstances for engagement. Face-to-face engagement is not currently possible and may not be for quite some time. As a result, the Council undertook a digital by default approach.

# 3 METHODOLOGY

3.1 The consultation on the draft Climate Change Strategy used a range of methods. The digital approach used a new online consultation tool called "Let's Talk RCT".

3.2 The Climate Change Strategy engagement was branded as "Let's Talk Climate Change RCT" and hosted key consultation documents, including the strategy itself, a plain English version of the strategy and other relevant links. The methods of engagement on the site included an online survey, a number of short polls, the ability to map localised comments, a stories box (where users are invited to provide comment and can attach images or documents) and a section where users are invited to provide their ideas on a certain topic (stories).

3.3 A "Think Climate" YouTube video was used to outline and promote the consultation - https://youtu.be/lyg5c4XABdk

3.4 The online tools and information were promoted through all social media channels, print media and the Council's corporate website. A number of emails/letters were sent to a range of stakeholders, including, environmental groups, the Council's Citizens' Panel, The Disability Forum, Older Persons Forums, Councillors, MPs, MSs, staff, community hubs, Welsh language groups and other local Authorities.

3.5 The Council's social media team linked to a number of campaigns that ran through the consultation period, including, Earth Day, National Gardening Week and Water Saving Week.

3.6 Staff were provided with the main tools on the site to provide feedback, as well as a separate survey, which asked them if they had ideas about how we can do more to tackle Climate Change within any of our Council services.

3.7 Over 1,000 businesses across RCT were emailed a link to the consultation, from the Council databases and also directly from the BIDs in Pontypridd, Treorchy and Aberdare.

3.8 All primary and secondary schools were emailed the consultation links and asked to share with parents and children through the school communication channels. In addition, we developed a young persons' approach using Instagram, and promoted through the WICID website, supported by the Council's Youth Engagement and Participation team and our schools.

3.9 We held a number of Online engagement sessions with the Older Person's Advisory Group, the Community Council Liaison Committee and representatives from Taf Youth Forum.

3.10 2 stakeholder email responses were received from Dr. Beth Winter (MP for Cynon Valley) and Hirwaun & Penderyn Community Council. A summary of the main points are found in section 8.

3.11 The Council provided a number of alternatives to online engagement, as it is important to continue to consider hard to reach groups, those having reduced or no access to the Internet and those who prefer to engage through traditional methods. This included a telephone consultation option working with the Council's Contact Centre, paper surveys and information available on request and a consultation freepost address for postal responses.

3.12 In addition to a specific consultation on the Draft Climate Change Strategy, we have also started to develop **an ongoing Climate Change conversation.** The aim is to work with services and partners to develop appropriate engagement for individual climate change projects based on the detailed action plans that underpin the climate change strategy.

3.13 As part of the conversation we launched a second project in April to gain views to inform a future RCT Electric Vehicle (EV) Charging and Infrastructure Strategy. The consultation ran alongside the overall consultation on the draft climate change strategy. This is the first of many climate change conversations that will take place and we will work with service managers to assist them with any engagement requirements over the next year.

3.14 Overall, 392 people took part in the engagement on the Climate Change Strategy, with 220 people engaged directly in the engagement via the Let's Talk Climate Change engagement tool. 349 were informed (viewed documents and multiple pages) and 608 were aware (visited the site).

# 4 Key Findings

4.1 The following section outlines the results from the questionnaire, which received 175 online responses. A selection of the main themes and associated comments are provided, and the full list of comments will be provided to Cabinet and senior officers to assist with decision making.

4.2 In the Council's Corporate Plan 2020-24, Making A Difference, it was acknowledged that delivering the Climate Change commitment is the greatest challenge. In the plan the Council is committed to delivering three main priorities, all of which will contribute to and benefit from tackling climate change:

- Ensuring **People:** are independent, healthy and successful;
- Creating **Places**: where people are proud to live, work and play;
- Enabling **Prosperity:** creating the opportunity for people and businesses to: be innovative; be entrepreneurial; and fulfil their potential and prosper.

The Climate Commitments underpin each of the priorities.

4.3 Respondents were asked if they agreed that the work to tackle Climate Change should be set out in **one plan**.

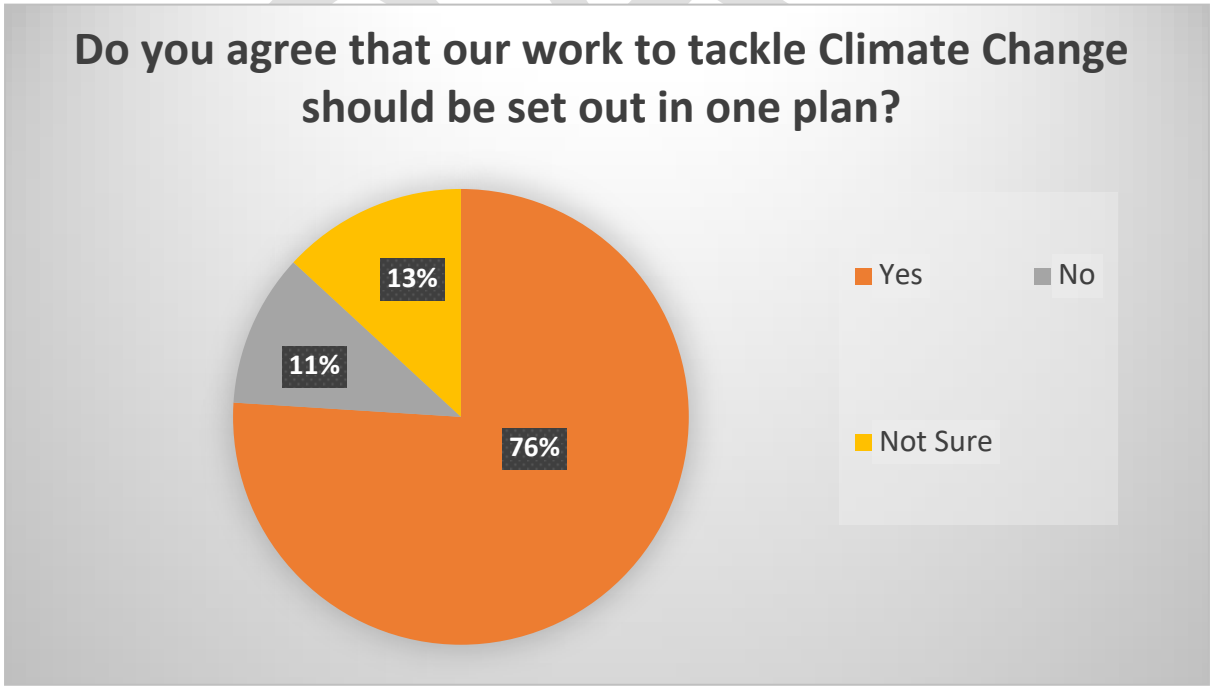



***Figure 1 – Agreement with one Climate Change plan***

4.4 76% of respondents to the survey agreed that the Council's work to tackle Climate Change should be set out in one plan. 24% disagreed or were unsure.

4.5 The respondents who disagreed or were unsure (24%) that the Council should have one plan were asked to explain their answers.

A number of people suggested that the **Council needs to have separate plans;**

*"There should be three separate plans, each priority could then be evaluated in a more measured way."*

*"I think it may be better to have separate plans so you can explain on areas that may need to be looked into further as time goes on."*

*"This is a very BIG task and putting it all in one plan may water down or even damage the ambition to become carbon neutral by 2030….Also by splitting these up into a few separate plans with their own budgets etc you will have a greater chance of meeting these goals."*

*"Inevitably tackling climate change will cut across many portfolios and should be considered as part of those and not a standalone report."*

4.6 Linked to the above, people felt that there was a need to ensure that the plan was flexible and there was a need to embed the climate change actions from the Strategy into other Council plans and policy;

*"It may not be agile enough to respond to other external influences in a timely and flexible way. Having a vision is one thing, having a static plan reduces opportunity"*

*"This is the single biggest issue facing us all in the coming years, so the council needs to put it into every plan they have going forward and showing the way"*

*"It is a multi-faceted issue, and needs more than one directional plan"*

*"One plan would mean all the information / measures set out in one document, but there's the risk that it would be seen as separate to other Council work, or worse, just ignored if not used as a thread through existing plans".*

## Climate Change Strategy – Places

4.7 Table 1 below, shows respondents' views on the Council's strategy to tackle Climate Change, related to the **Places priority.** Respondents were asked whether they thought the following actions would help to make a difference.

The majority of respondents agreed with all of the proposed actions.

**Do you think the following would help to make a difference?** (%)

| % | Yes | No | Don't know |
|---|---|---|---|
| Using wind, water, waste and energy from the sun to generate clean energy that we can use in local buildings and homes | 94.9 | 2.9 | 2.3 |
| Using and recycling more of the waste we collect | 94.9 | 1.7 | 3.4 |
| Helping people to get about more easily using more buses, trains and bikes | 88.0 | 6.9 | 5.1 |
| Making sure that traffic fumes from traffic are kept as low as possible | 90.9 | 5.1 | 4.0 |
| Helping put in charging points to make it easier for people with electric cars to use | 87.9 | 6.4 | 5.8 |
| Using natural ways to help stop flooding, wildfires and keep carbon in the ground | 97.7 | 0.0 | 2.3 |
| Helping more people to get together to enjoy and protect nature and wildlife across RCT | 93.7 | 2.9 | 3.4 |

**Table 1: Across the County Borough - *Thinking Climate: Places***

4.8 Respondents were asked what they thought of the overall Places priority. Figure 2 shows that 90% of respondents strongly agree or agree with the Council's Climate Change **PLACE** commitments.

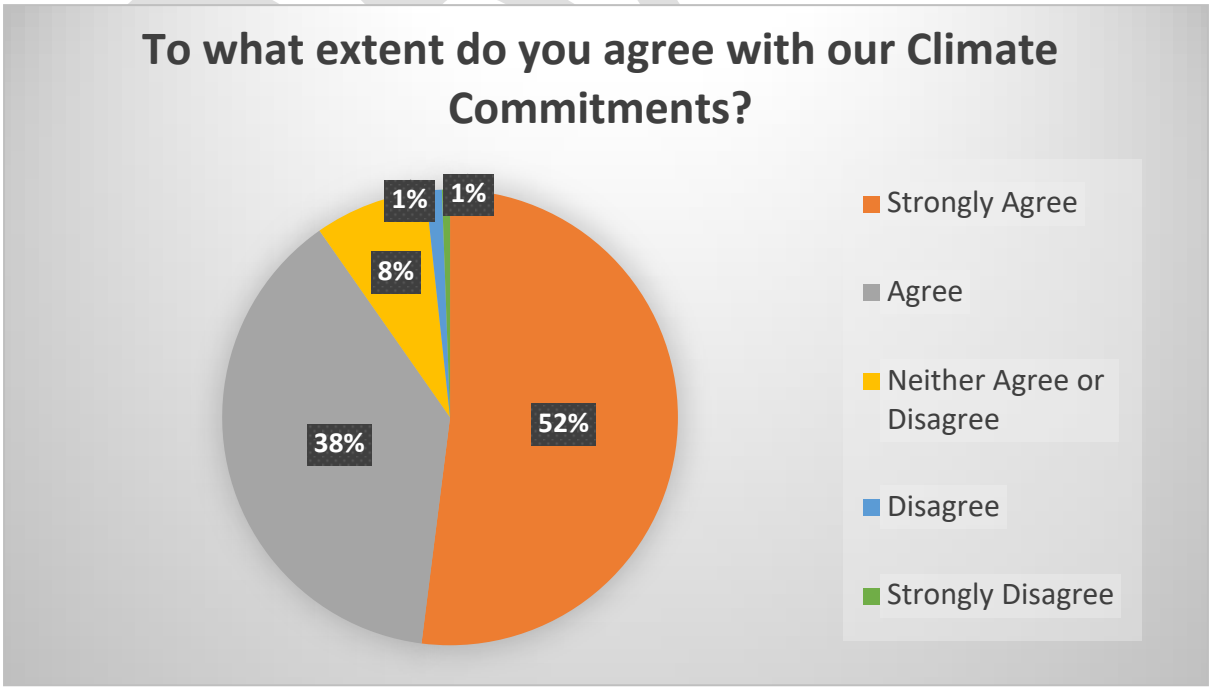



***Figure 2 – Agreement with Climate Change Commitments (Places)***

4.9 When asked if they had any ideas or suggestions, they would like to see added to the Council's Climate Change commitments in relation to places, the following themes emerged:

**Electric Vehicles**

*"Support for early EV adopters to facilitate charging at home, and to somehow allow on-street charging at terraced houses"*

*"Infrastructure for electric vehicles has to be a priority - great that there are two points being put in at Porth station. Perhaps supermarkets should also follow suit (like Lidl in Dinas)."*

**Housing & Energy**

*"Insist that all new build homes in RCT have solar …"*

*"Make it easier and cheaper to make eco changes to a new build or an existing house."*

*"Help homeowners reduce their reliance on fossil fuels."*

**Transport/Roads**

*"should commit to not building new roads and not introducing measures to increase road capacity. Making it easier to drive will not encourage people to use other forms of transport"*

*"Prioritising active travel over road users."*

*"Remove the "without upsetting drivers" statement from the section about providing active travel options."*

**Biodiversity**

*"A commitment to tree and wildflower planting, and less mowing to help biodiversity."*

*"Tree planting initiatives…."*

*"More trees to be planted. Areas of land given over to nature and wildlife. Grass verges allowed to grow and have wildflowers."*

**Education in Schools**

*"Education and practical projects in our schools and colleges"*

*"Community projects and education would be a good idea and including schools. There is a lot open ground not being used where wooden nature education classrooms could be set up and the area turned into mini nature reserves and ponds."*

*"Education on climate change to have a higher profile in schools and places of further education."*

**General Education/Communication**

*"Education around recycling and littering"*

*"Environmental officers are needed to enforce, inspire and educate"*

**Recycling**

*"Investment to recycle more waste on our doorstep"*

*"Focus on waste reduction as well as using and recycling waste"*

*"Recycling is the least good option - you need to move to towards a more circular economy and do everything you can to encourage and support local businesses to do the same"*

## Climate Change Strategy - Prosperity

4.10 Table 2 below, shows respondents' views on the Council's strategy to tackle Climate Change, related to the **Prosperity priority.** Respondents were asked whether they thought the following actions would help to make a difference.

The majority of respondents agreed with all of the proposed actions.

| % | Yes | No | Don't know |
|---|---|---|---|
| Making sure that our plans that set out how and where we build do not add further carbon emissions into the air and protect the high and hilly land across the County Borough | 92.0 | 2.9 | 5.1 |
| Helping people to use less energy in their homes | 96.0 | 1.7 | 2.3 |
| Helping to make sure new houses are not built in places that haven't already been built on and people can get to them without a car | 82.9 | 7.4 | 9.7 |
| Helping to make sure that new houses and commercial buildings can make and store their own energy and have charging points for electric cars | 93.1 | 1.1 | 5.7 |
| Helping people and landlords to make changes to homes so they use less and greener energy | 94.3 | 1.7 | 4.0 |
| Encouraging and helping local businesses to find ways to waste less, reduce pollution and protect the environment | 98.3 | 1.1 | 0.6 |
| Helping local businesses to find products less harmful to nature locally | 94.9 | 1.1 | 4.0 |
| Finding ways to buy more of what the Council's services need locally | 89.7 | 4.0 | 6.3 |
| Planting trees and shrubs in town centres | 88.0 | 5.1 | 6.9 |
| Helping children and young people in our schools to understand more about nature and climate | 93.7 | 2.9 | 3.4 |

| | | | |
|---|---|---|---|
| Helping people of all ages to train or retrain for new skills so that they can find jobs and create changes in companies that will help to protect the planet | 87.4 | 2.9 | 9.7 |

**Table 2 - In homes, work and businesses - *Thinking Climate: Prosperity (%)***

4.11 Figure 3 shows that overall, **90% of respondents strongly agree or agree** with the Council's Climate Change Prosperity commitments.

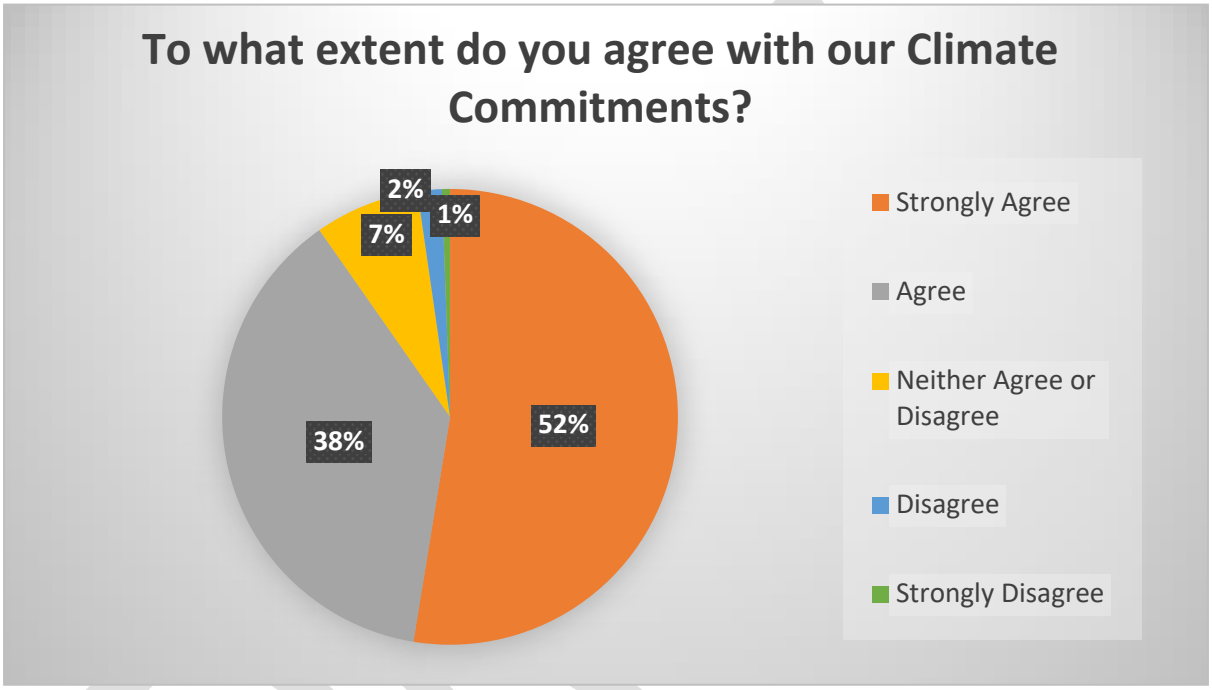



***Figure 3 – Agreement with Climate Change commitments (Prosperity)***

4.12 When asked if they had any ideas or suggestions, they would like to see added to the Council's Climate Change commitments in relation to prosperity, the following themes and comments emerged;

**Young People**

*"Include children's voices and be creative help people imagine the future"*

*"…. for children to have more organised outdoor activities local to them on weekends in order to learn about their environment and how to look after it"*

*"Empower children and young people to help make positive differences for their future by involving, listening and valuing their contributions."*

**Community Groups/Projects**

*"is there scope for more community owned energy projects?"*

*"….why not have community groups set up to litter pick/plant areas, create wildflower areas etc. More of a coordinated approach across RCT"*

*"Better communication and community involvement".*

**Reducing food waste**

*"I think work should be done with food retailers/ supermarkets and other food producers in RCT and school dinners to reduce food and packaging waste and increase, and educate on, plant-based meals (or at least meat reduction)".*

*"Making school meals low carbon, through eating less red meat and using more plant-based foods."*

**Businesses**

*"…. I would like to see the Council support and promote local green businesses and social enterprises e.g. repair shops/zero waste stores"*

*"More onus on businesses to reduce packaging, collect waste packaging, recycle / reuse / repurpose products….."*

*"To focus on zero carbon inter trade, not just local trade. We need to be responsible citizens of the world, not just RCT."*

**Tree Planting**

*"Also add planting wildflowers to the tree and shrub planting."*

*"More fruiting plants & trees = free healthy food"*

*"…..Must ensure we protect and enhance green space and biodiversity. 20-minute neighbourhoods and green space within 300 metres of every resident"*

## Climate Change Strategy - People

4.13 Table 3 below, shows respondents' views on the Council's strategy to tackle Climate Change, related to the **People priority.** Respondents were asked whether they thought the following actions would help to make a difference.

The majority of respondents agreed with all of the proposed actions, however the levels of agreement were lower than for the places and prosperity priorities.

| % | Yes | No | Don't know |
|---|---|---|---|
| Providing information that will help people to make choices in their lives that can help put less carbon in the air. For example, wasting less, recycling more, driving less, driving more slowly and not running the engine when the car is stopped | 82.3 | 9.7 | 8.0 |
| Encouraging and helping people to make their homes more energy efficient | 98.3 | 0.6 | 1.1 |
| Making space in Ynysangharad Park where people can learn about local nature, practice new skills and take part in activities that will help the climate and grow fresh vegetables for local foodbanks | 76.6 | 10.9 | 12.6 |
| Encouraging more people to join with others to enjoy and help nature | 84.6 | 5.1 | 10.3 |
| Offering land to people and groups so that they can grow their own fruit and vegetables and to share them with others | 91.4 | 4.0 | 4.6 |
| Giving more vegetarian meal choices to children and young people in schools and people who receive Meals on Wheels | 72.0 | 16.0 | 12.0 |

**Table 3 - For people who live, work and visit Rhondda Cynon Taf - *Thinking Climate: People (%)***

4.14 Respondents were asked what they thought of the overall People priority. Figure 4 shows 87% of respondents strongly agree or agree with the Council's Climate Change **PEOPLE** commitments.

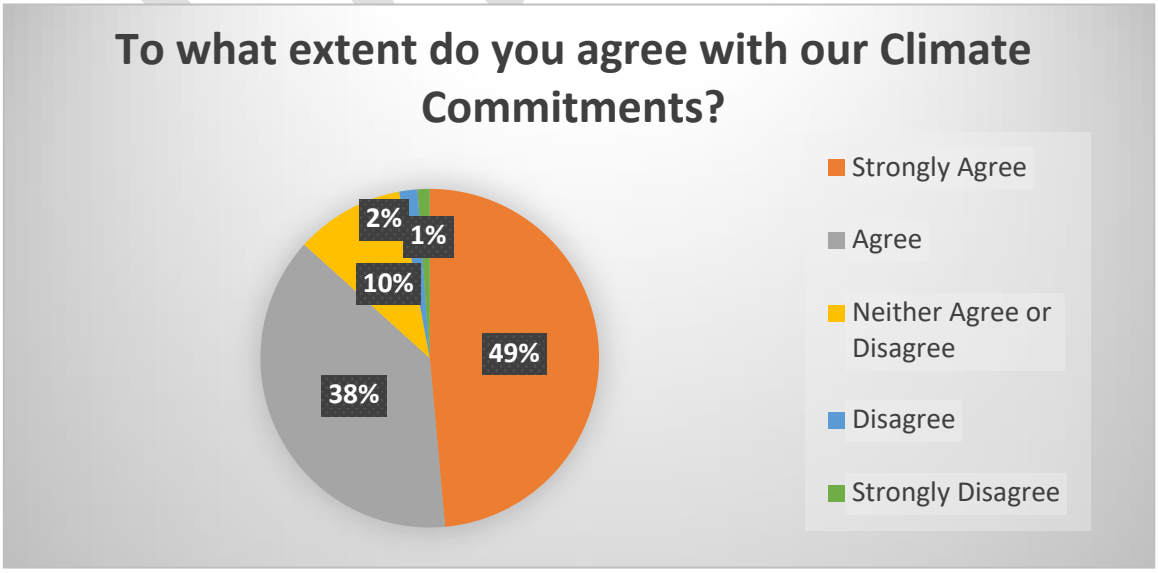



***Figure 4 – Agreement with Climate Change commitments (People)***

4.15 When asked if they had any ideas or suggestions, they would like to see added to the Council's Climate Change commitments in relation to the people priority, the following themes and comments emerged:

**Vegetarian & Plant Based meals**

*"Am not sure information is sufficient for people to make lifestyle changes, also need to enable e.g. providing active travel routes, cookery classes to learn about local/vegetarian food etc."*

*"….I think the idea of encouraging vegetarian/vegan options in schools is great."*

*"Encouraging vegan diets. Educating people on the environmental damage caused by meat and dairy."*

*"Please extend the vegetarian options to plant based. even vegan junk food is healthier than its non-vegan alternative and would have a drastic impact on helping the environment :)"*

**Ynysangharad War Memorial Park for activities**

*"Ynysangharad Park should be a pilot and if successful rolled out to other places so people don't have to travel to join in."*

*"It's a good idea to make space in Ynysangharard Park for people to learn about nature etc, but we need things like this in all our communities in order for them to be easily accessed by more people.""*

*"Why only Ynysangharad Park this would need people to travel from all parts of the borough, more carbon emissions, parking problems etc. Smaller hubs in more locations….."*

**Providing green spaces for growing vegetables**

*"Teach people to grow using their own space through vertical planting and permaculture is a better solution. This will reduce carbon release in the air"*

*"We need to encourage growth of fruit & veg locally, which should start in schools & can be sold to families for a small fee."*

*"I strongly believe in providing land for Allotments. This would be a huge step forward from the past into the future for the benefit of the People and Nature itself."*

**Community Gardens/Projects**

*"Building on stuff like community gardens, also providing land for community ownership projects like Skyline"*

*"Community gardens with mixed age groups and learning resources would be excellent.*

*"Having communal gardens in villages. Find ways to teach older children/people to respect their communities"*

**Education/Learning**

*"As RCT is such a large and diverse county, opportunities to learn about and experience environmental issues should be created in as many locations as possible. Co-ordination between all the various groups with environmental interests that exist."*

*"Need to change peoples' mindsets so they "care" about where they live, work etc. Somehow, develop community pride and responsibility. How to make people care if they don't already?"*

*"Reduce the need for importing food with high food miles, especially things like strawberries out of season, and obviously other food products if there is an alternative or perhaps it's about educating people"*

*"Education is needed alongside encouragement"*

## Meeting our Climate Commitments

4.16 Figure 5 shows that 56% of respondents thought that the Climate Commitments would help the Council to meet its carbon reduction targets. 35% of respondents were unsure.

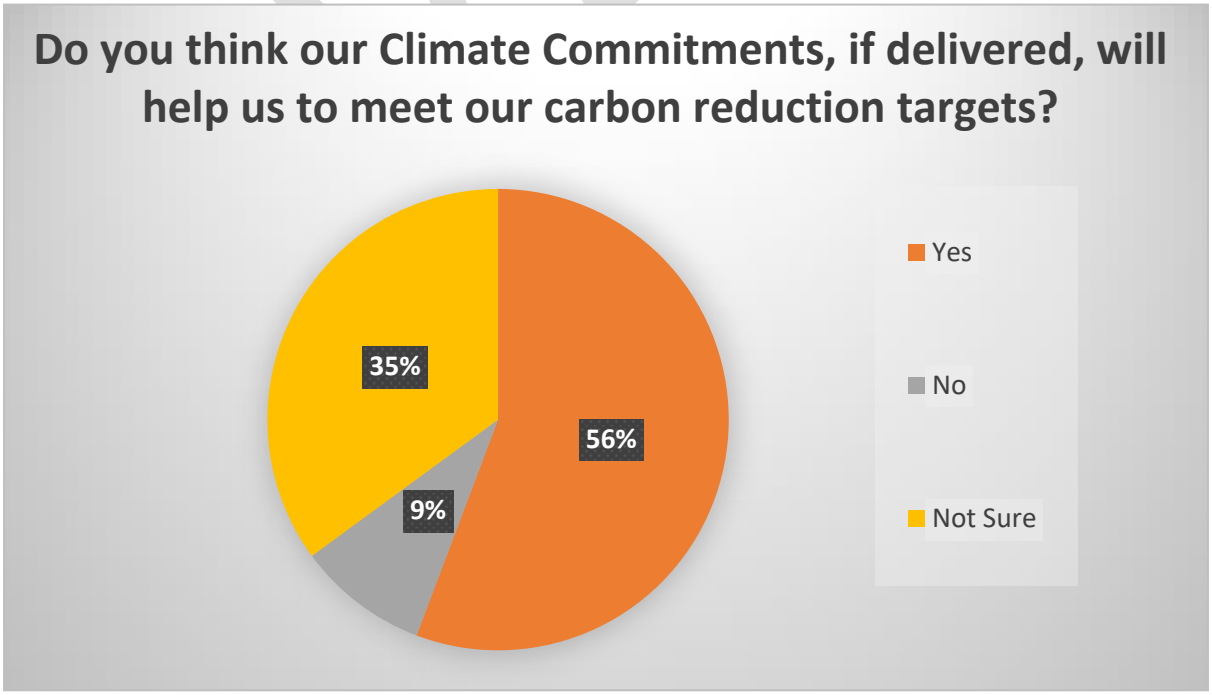



***Figure 5 – Will the Council's commitments help to meet carbon reduction targets?***

4.17 Those who were unsure or felt that the commitments wouldn't meet the carbon reduction targets had the opportunity to suggest what the Council should be doing to reach the carbon reduction targets.

4.18 The following are the main themes identified and some examples of the comments received;

**Everyone must play a part**

*"The council can only do so much. It has to be the residents who change their lifestyles and reduce their impact on the environment…"*

*"I think it is a vital target to reach but it is an ambitious one which will require a big shift in the way we all live, work and deliver our services. It will require everyone to work together but if we do this, we can all make a difference!"*

**It will require some level of Intervention**

*"Tougher laws need to be imposed to make sure the transition to green homes and greener transport are achievable before 2030. People are too comfortable and rooted in their ways and won't change unless the law enforces it. Must push WG to impose new laws"*

*"Needs massive intervention from Government and we need to drastically cut fossil fuel use….."*

*"…. Maybe recycling for homes and businesses needs to be mandatory."*

**More focus needed on Transport**

*"Much more of a focus on modal shift away from driving. Removal of all barriers on active travel routes so they can be used widely."*

*"Massively more ambitious on transport commitments. Set targets on 95% pupils walk/cycle to every school (similar to present day Dutch levels) reallocate road space to more efficient transport (cycling/buses)"*

*"Transport infrastructure has to be a priority too - I would use public transport if it could get me to work!"*

**Council Electric Vehicles**

*"Full electric fleet of trucks and vans free public transport."*

*"Investment in more electric vans and lorries for RCT staff use."*

*"Change council fleet and mowing equipment to cleaner fuels or electric."*

**Procurement**

*"Look at all products sourced and used, including cleaning: are they harmful to aquatic life, are they sustainable, are they made from recycled materials and can they be fully recycled?"*

*"…….. needs to be some emphasis on improving skills of Council staff to make sustainable decisions e.g. procurement"*

*"Working with all your suppliers of goods and services to ensure they are also decarbonising their activities and those of their supply chain. We all have to commit to achieving the targets"*

**Engagement and Education**

*"This is a big challenge for all society, RCT needs to engage with us to ensure everyone meets their obligations……"*

*"People need to be educated in how to make small changes to their lifestyles (less consumerism, fast fashion/food, using their money to support local and sustainable businesses, etc.) is the only way to ensure a better future for us all"*

*"engage with the public; have a Public meeting in different areas. Leaflets through house doors"*

**Working from home**

*"Encouraging people to work closer to home and/or work from home."*

*"Encourage businesses to let people work from home where possible. Less cars on the roads, fewer office buildings means more land for other things"*

**Positive**

*"I'm not sure about "the target" but it will be a step in the right direction (hopefully)"*

*"It depends how many of the commitments are put into real action - if you do all the things suggested, then RCT could become a real model for best practice amongst local authorities*."

**Other**

*"Don't invest so much of the pensions in fossil fuels."*

*"Look to provide leadership and engage and empower people at all levels to take responsibility for their own and their communities actions"*

*"We need to get on with it. These are lovely words, let's act on them."*

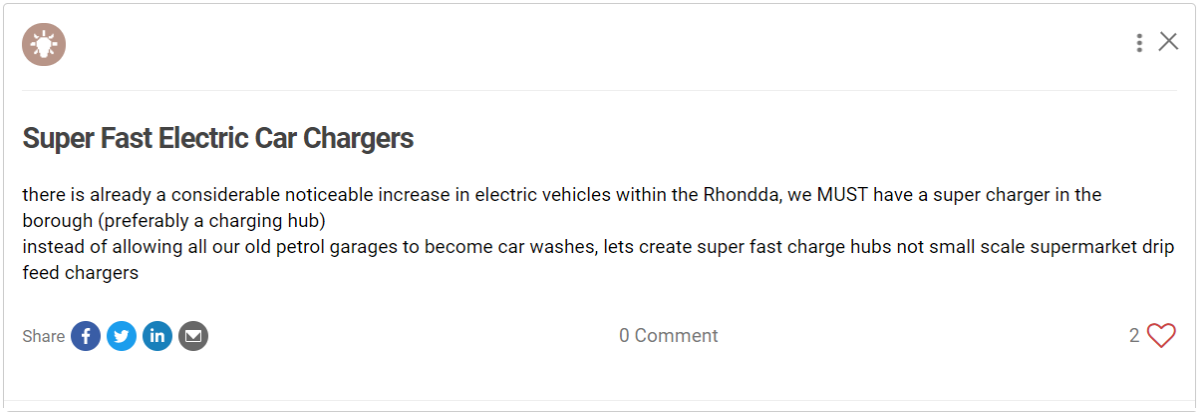
*"Increase local self-sufficiency and set up a work reduction scheme where workers can spend the time giving back to their community."*

## Ideas

4.19 In addition to the survey, the Let's Talk Climate Change project asked site visitors to leave an "idea" on how they thought the Council could tackle Climate Change.

23 ideas were submitted to the Let's Talk Climate Change project as follows:

## Electric Vehicles and charging points



**Super Fast Electric Car Chargers**

there is already a considerable noticeable increase in electric vehicles within the Rhondda, we MUST have a super charger in the borough (preferably a charging hub)
instead of allowing all our old petrol garages to become car washes, lets create super fast charge hubs not small scale supermarket drip feed chargers

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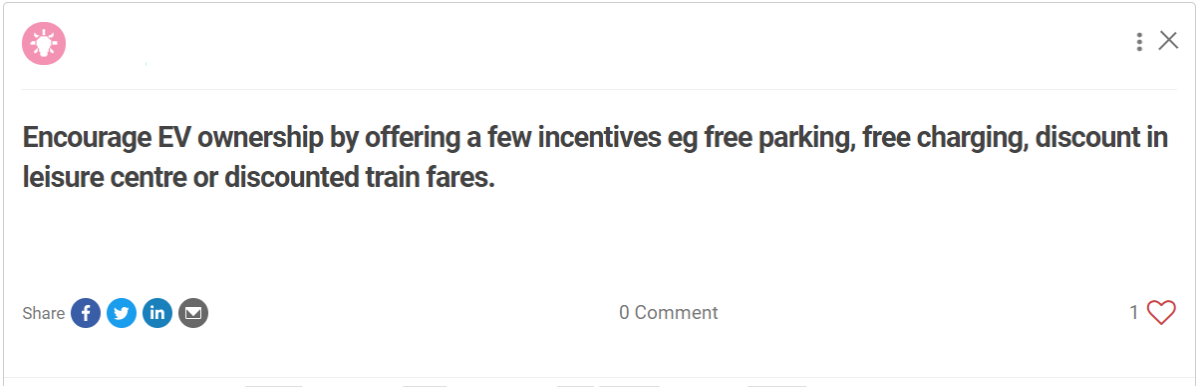
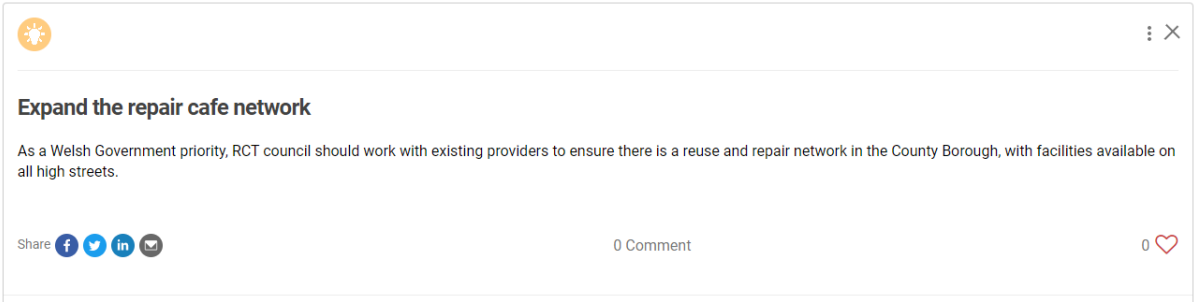


**Encourage EV ownership by offering a few incentives eg free parking, free charging, discount in leisure centre or discounted train fares.**

Share 0 Comment 1

## Recycling



**Expand the repair cafe network**

As a Welsh Government priority, RCT council should work with existing providers to ensure there is a reuse and repair network in the County Borough, with facilities available on all high streets.

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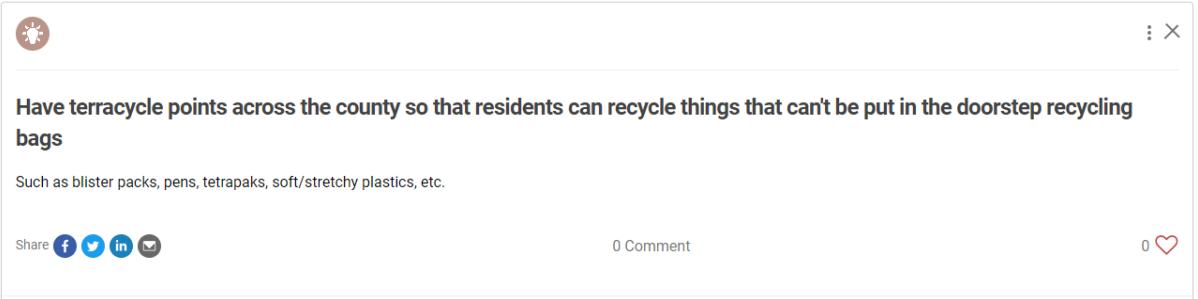

**Have terracycle points across the county so that residents can recycle things that can't be put in the doorstep recycling bags**

Such as blister packs, pens, tetrapaks, soft/stretchy plastics, etc.

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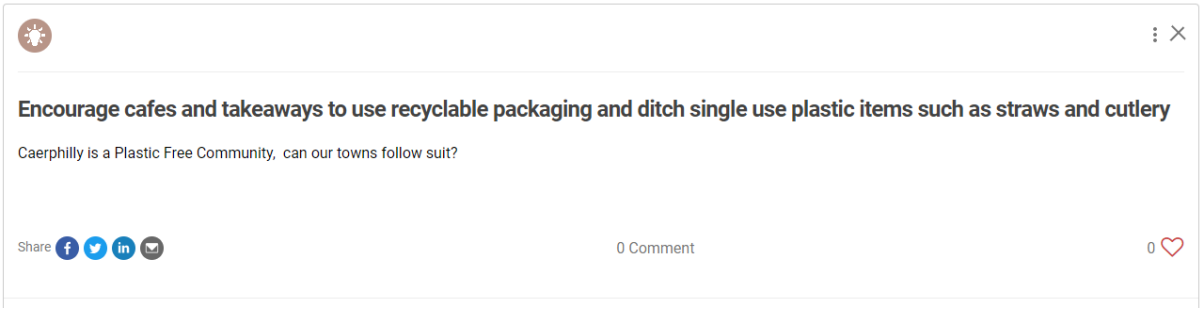
Encourage cafes and takeaways to use recyclable packaging and ditch single use plastic items such as straws and cutlery
Caerphilly is a Plastic Free Community, can our towns follow suit?
Share
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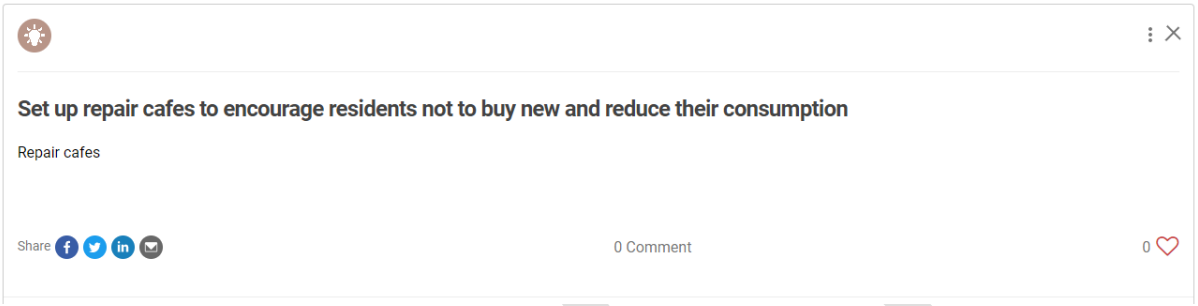
Set up repair cafes to encourage residents not to buy new and reduce their consumption
Repair cafes
Share
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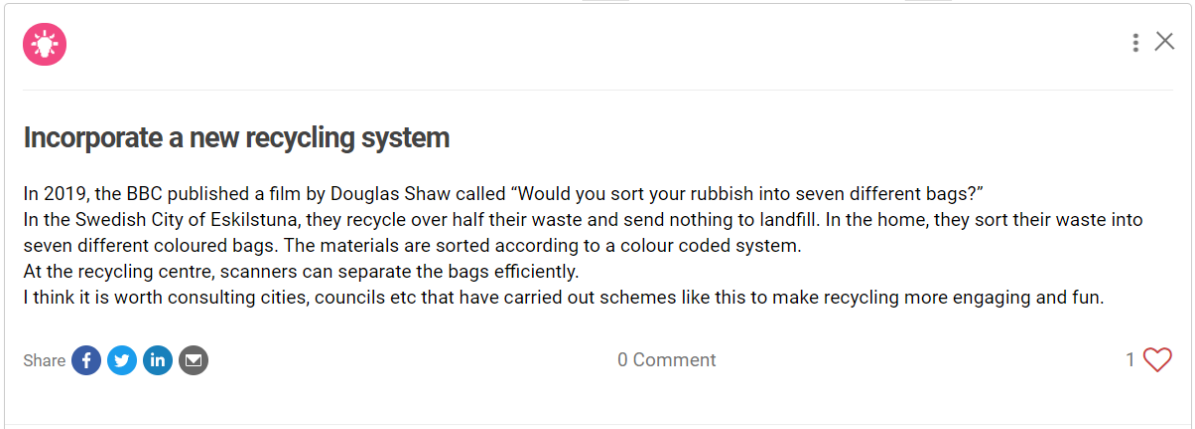
Incorporate a new recycling system
In 2019, the BBC published a film by Douglas Shaw called “Would you sort your rubbish into seven different bags?”
In the Swedish City of Eskilstuna, they recycle over half their waste and send nothing to landfill. In the home, they sort their waste into seven different coloured bags. The materials are sorted according to a colour coded system.
At the recycling centre, scanners can separate the bags efficiently.
I think it is worth consulting cities, councils etc that have carried out schemes like this to make recycling more engaging and fun.
Share
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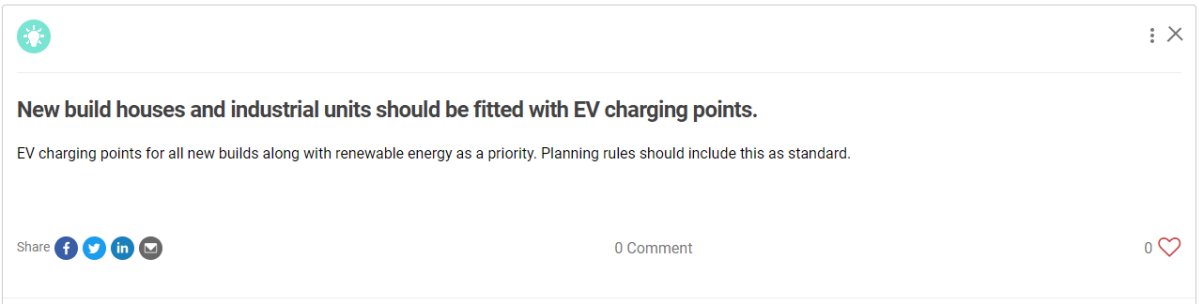
## Housing


New build houses and industrial units should be fitted with EV charging points.
EV charging points for all new builds along with renewable energy as a priority. Planning rules should include this as standard.
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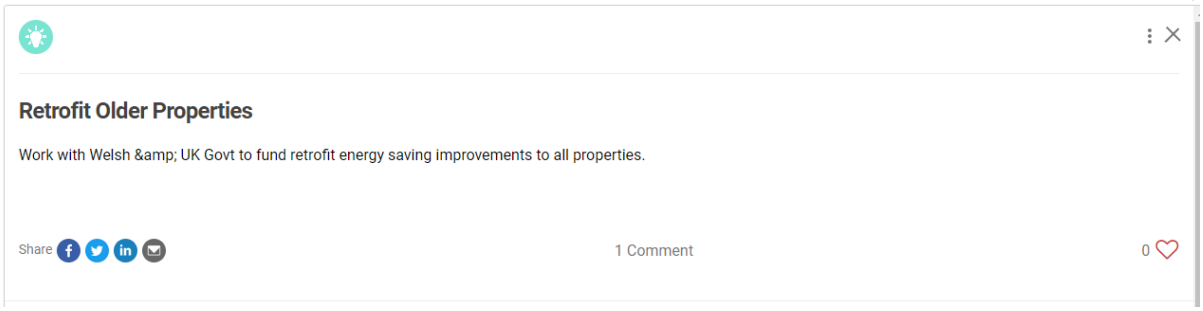
Retrofit Older Properties
Work with Welsh & UK Govt to fund retrofit energy saving improvements to all properties.
Share
1 Comment
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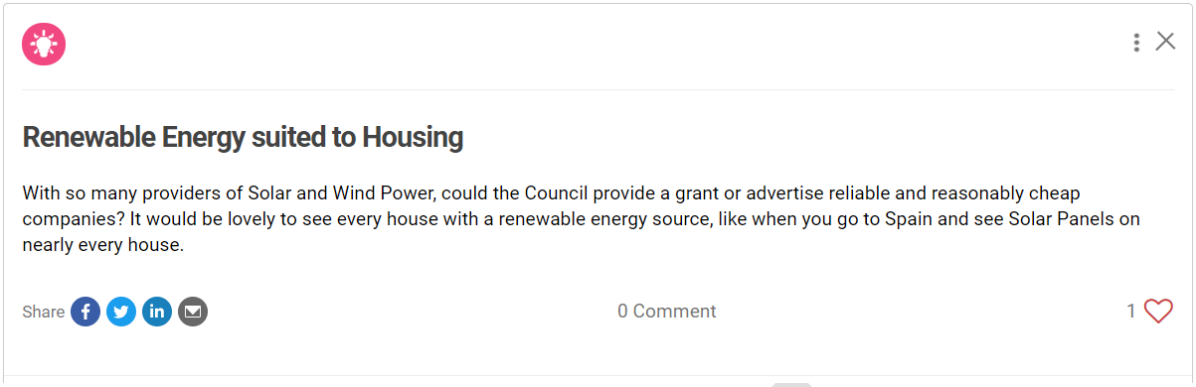
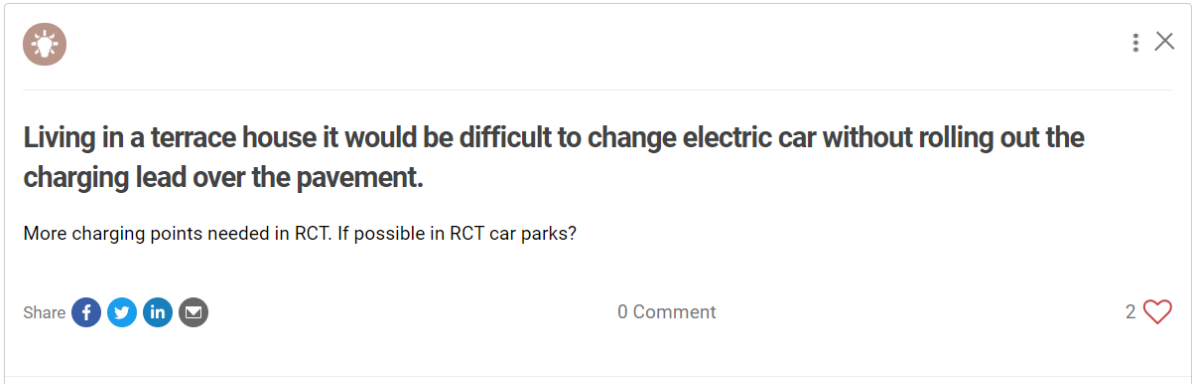
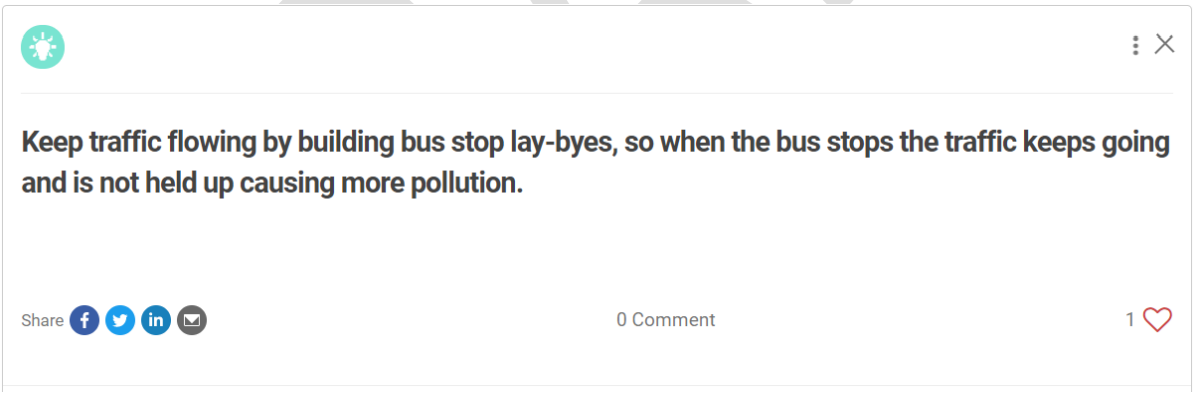
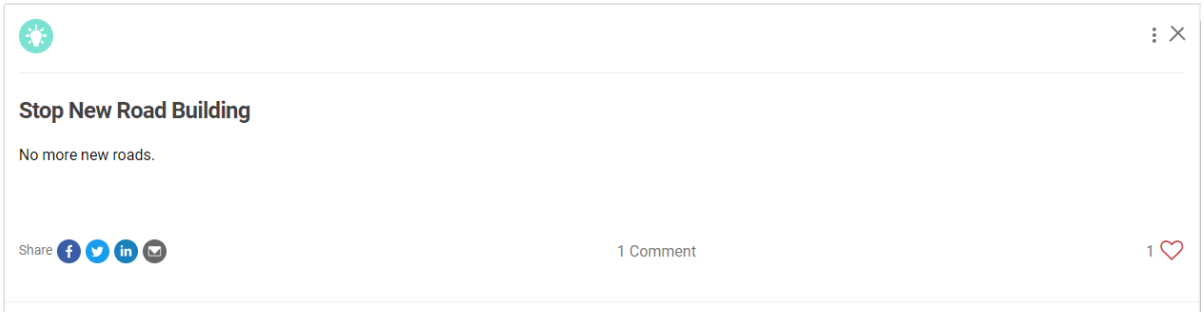
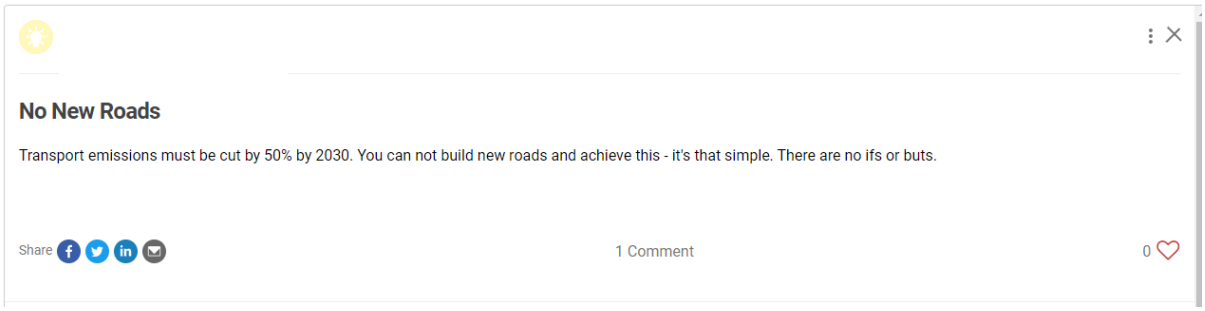


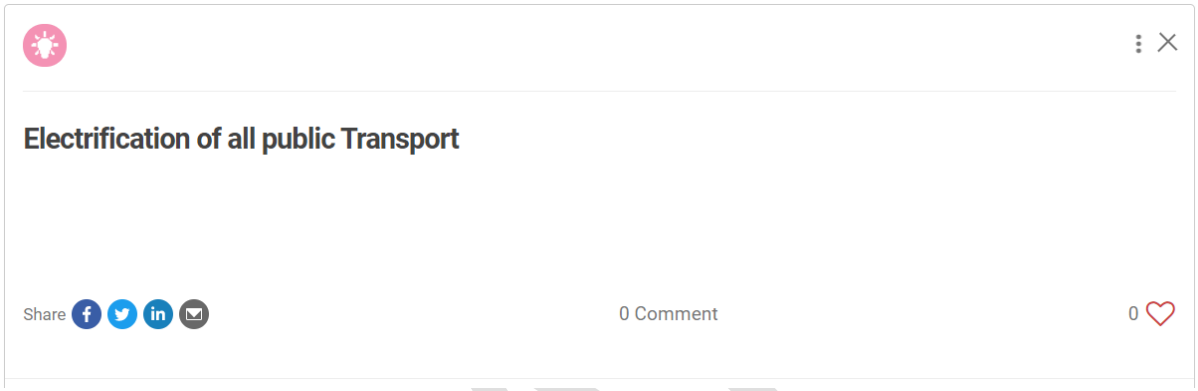

## Traffic and roads

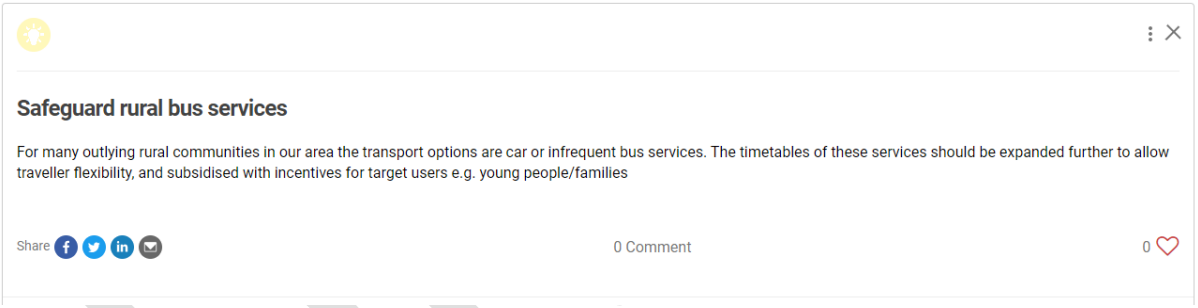


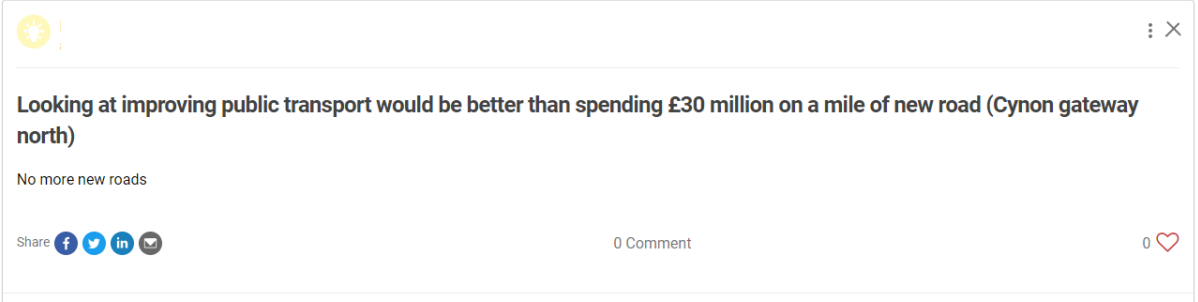


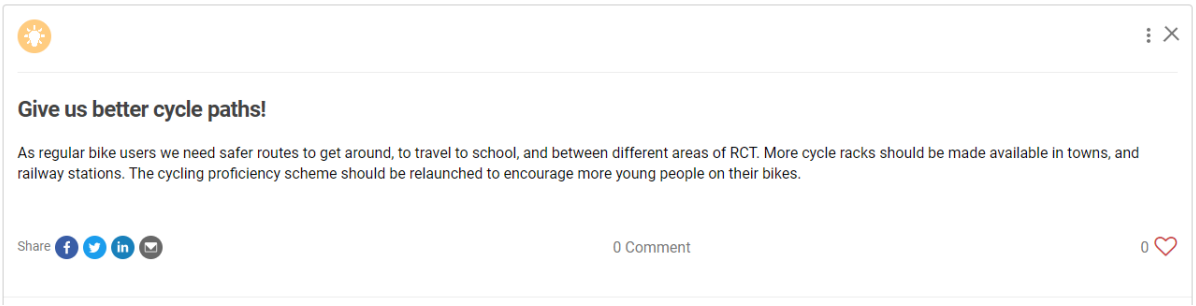

## Public Transport








Give us better cycle paths!
As regular bike users we need safer routes to get around, to travel to school, and between different areas of RCT. More cycle racks should be made available in towns, and railway stations. The cycling proficiency scheme should be relaunched to encourage more young people on their bikes.
Share
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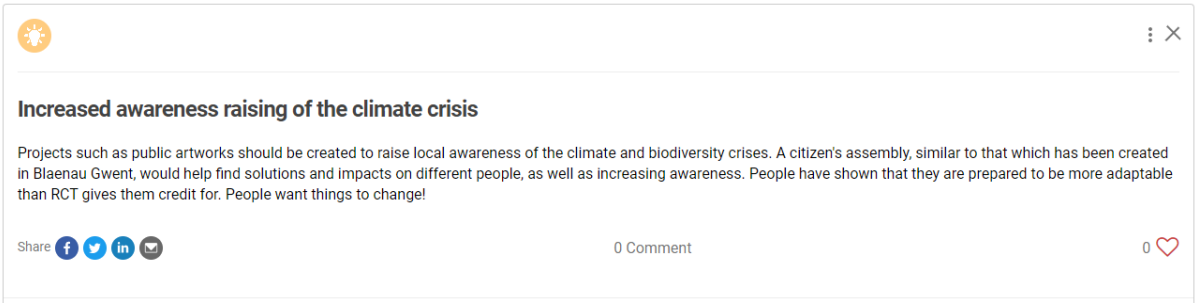
## Other


Increased awareness raising of the climate crisis
Projects such as public artworks should be created to raise local awareness of the climate and biodiversity crises. A citizen's assembly, similar to that which has been created in Blaenau Gwent, would help find solutions and impacts on different people, as well as increasing awareness. People have shown that they are prepared to be more adaptable than RCT gives them credit for. People want things to change!
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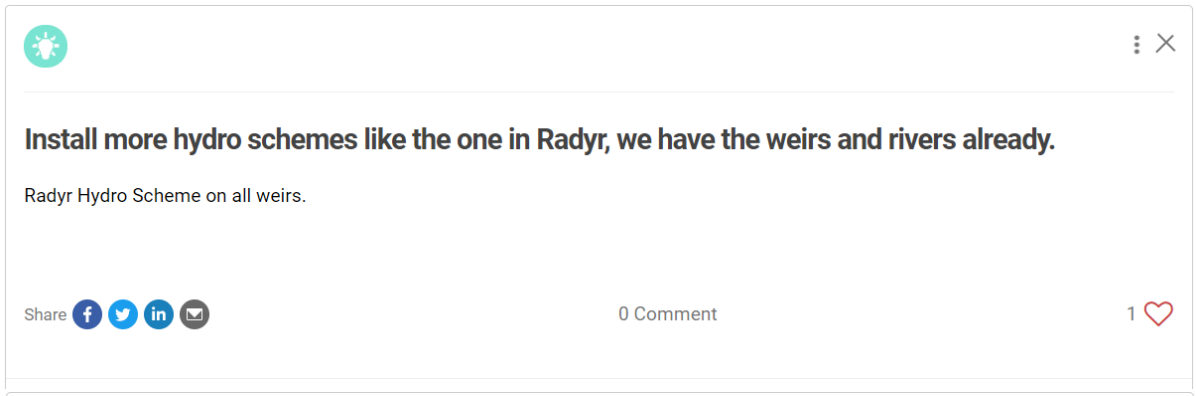
Install more hydro schemes like the one in Radyr, we have the weirs and rivers already.
Radyr Hydro Scheme on all weirs.
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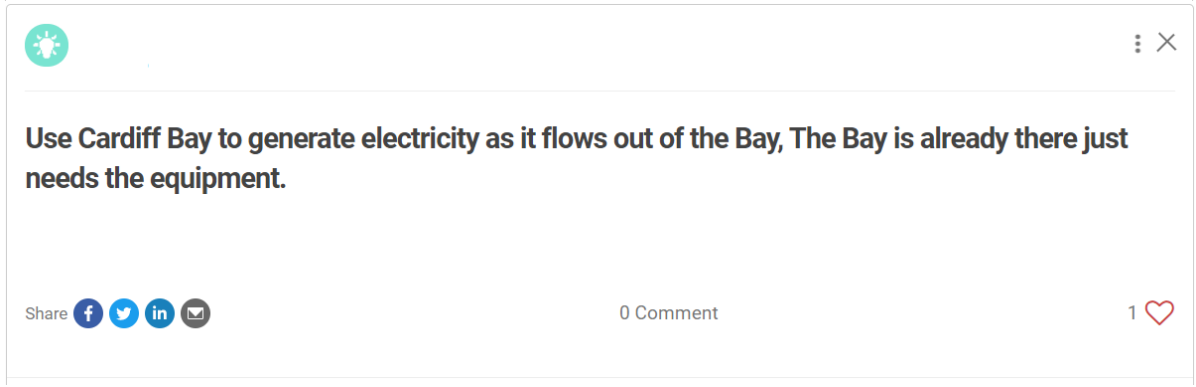
Use Cardiff Bay to generate electricity as it flows out of the Bay, The Bay is already there just needs the equipment.
Share
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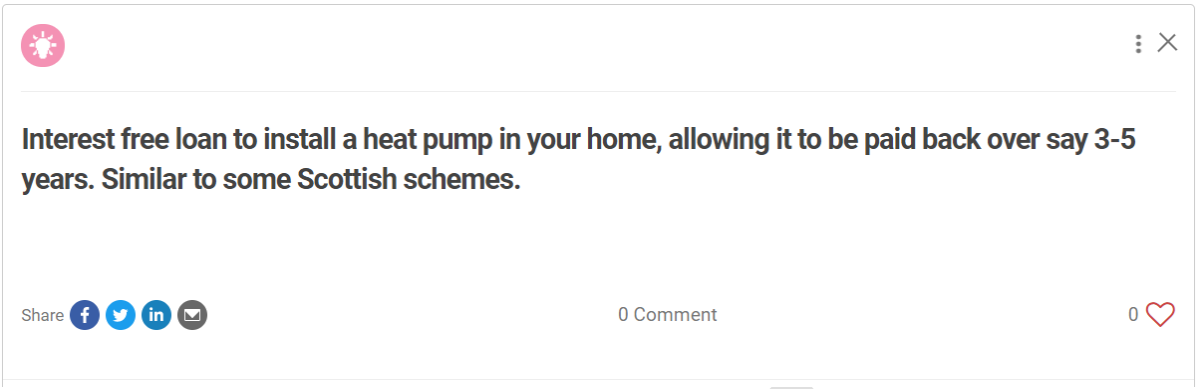
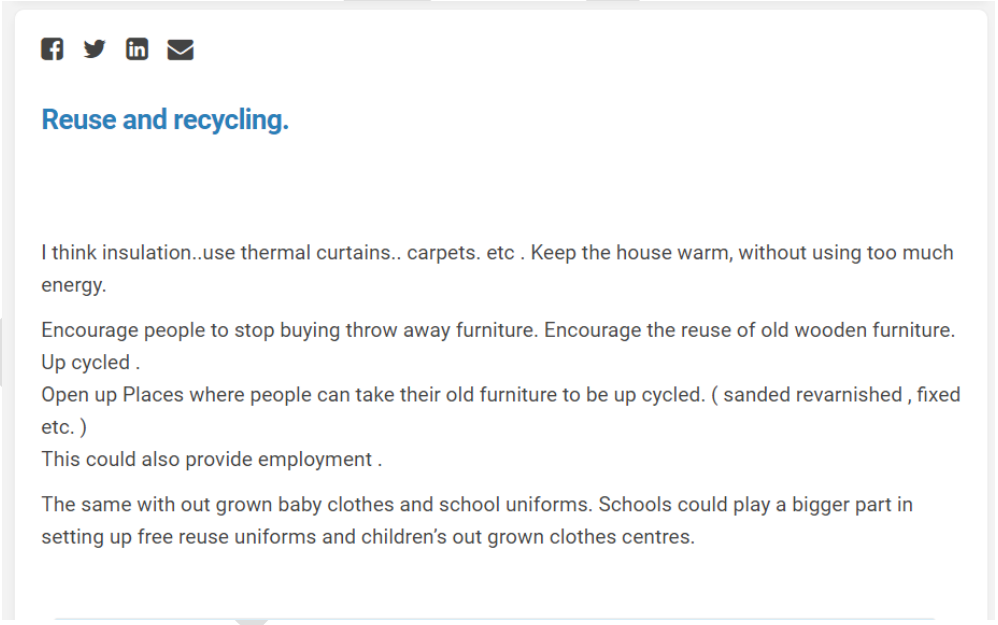



***Figure 6 – Ideas - How can the Council do more to tackle Climate Change?***

## Stories

4.20 The purpose of the stories engagement tool was to encourage respondents to leave a more detailed account of what they are already doing to reduce the impact of Climate Change at home. Two stories were received:

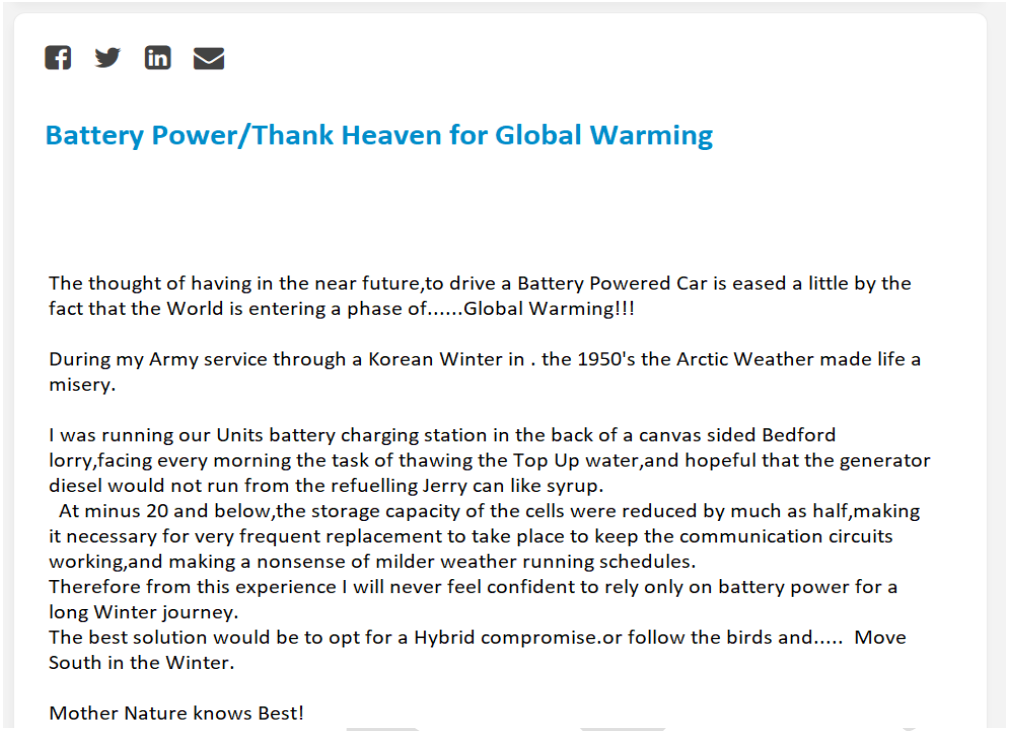


**Reuse and recycling.**

I think insulation..use thermal curtains.. carpets. etc . Keep the house warm, without using too much energy.

Encourage people to stop buying throw away furniture. Encourage the reuse of old wooden furniture. Up cycled .
Open up Places where people can take their old furniture to be up cycled. ( sanded revarnished , fixed etc. )
This could also provide employment .

The same with out grown baby clothes and school uniforms. Schools could play a bigger part in setting up free reuse uniforms and children's out grown clothes centres.



**Battery Power/Thank Heaven for Global Warming**

The thought of having in the near future,to drive a Battery Powered Car is eased a little by the fact that the World is entering a phase of.....Global Warming!!!

During my Army service through a Korean Winter in . the 1950's the Arctic Weather made life a misery.

I was running our Units battery charging station in the back of a canvas sided Bedford lorry,facing every morning the task of thawing the Top Up water,and hopeful that the generator diesel would not run from the refuelling Jerry can like syrup.
At minus 20 and below,the storage capacity of the cells were reduced by much as half,making it necessary for very frequent replacement to take place to keep the communication circuits working,and making a nonsense of milder weather running schedules.
Therefore from this experience I will never feel confident to rely only on battery power for a long Winter journey.
The best solution would be to opt for a Hybrid compromise.or follow the birds and..... Move South in the Winter.

Mother Nature knows Best!

***Figure 7 – How you are playing your part to protect the planet?***

## Quick Polls

4.21 3 quick web polls were set up within the Let's Talk Climate Change project, as shown in figure 8 below;

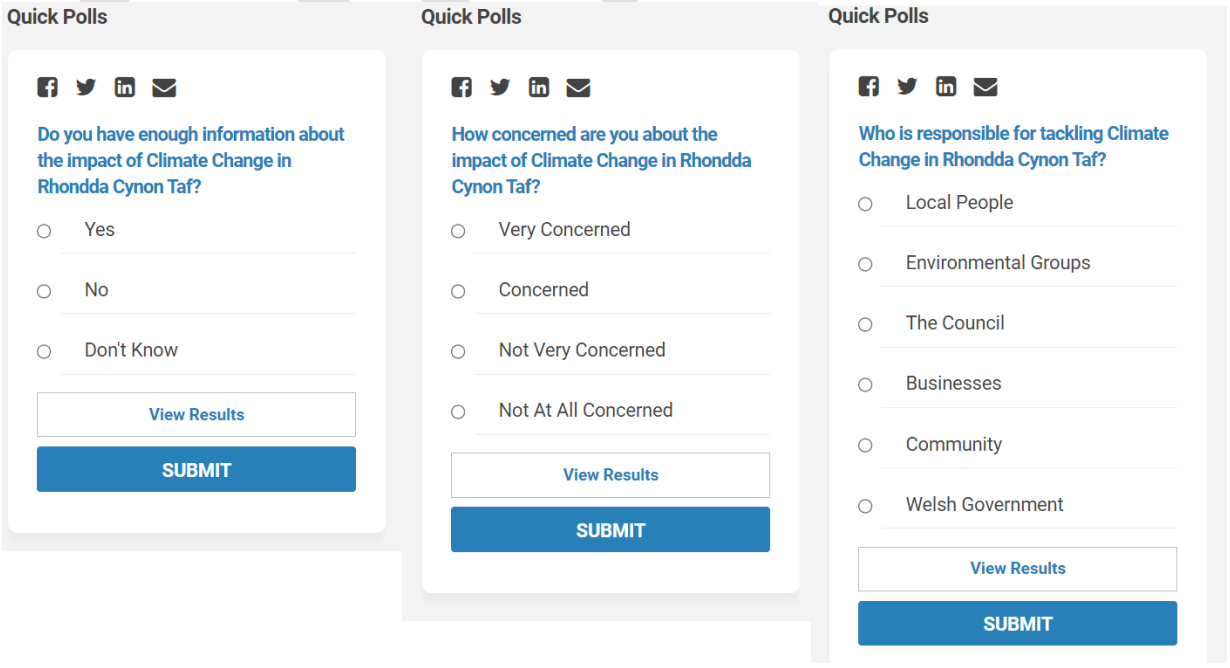



***Figure 8 – Quick Polls***

4.22 Quick poll 1 asked “Do you think there is enough information available for everyone to help tackle climate change?”

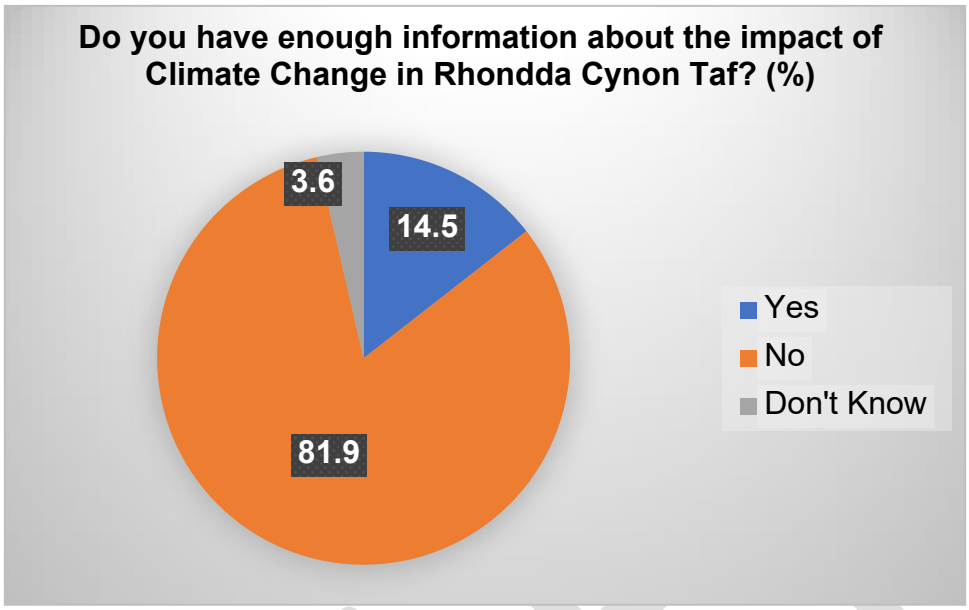



***Figure 9 – Is there enough information available on climate change?***

4.23 81.9% of respondents felt that they didn’t have enough information about the impact of Climate Change. 14.5% said that they did.

4.24 Quick poll 2 asked “How concerned are you about the impact of climate change in your local area?”

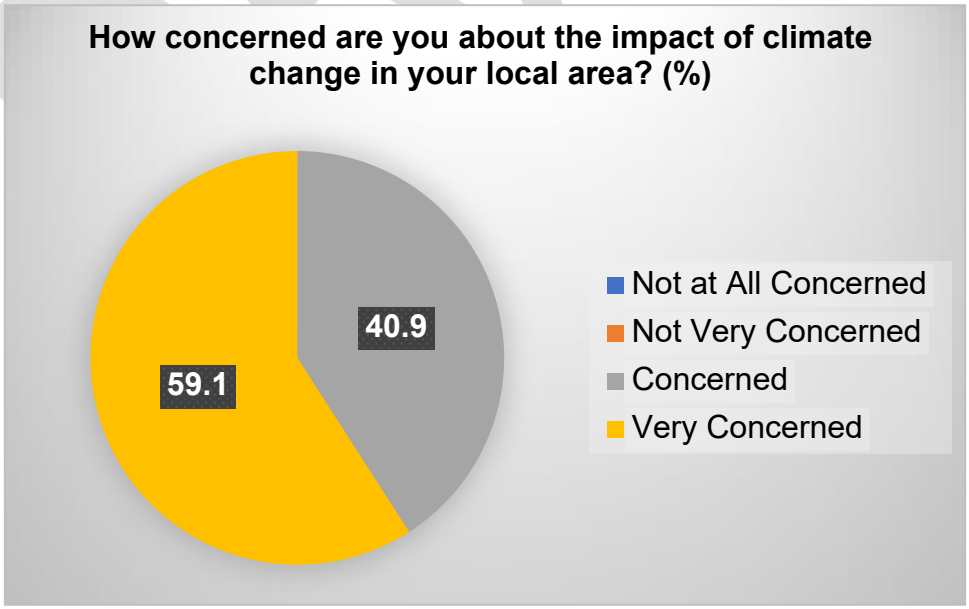



***Figure 10 – Concerns about Climate Change in RCT***

4.25 100% of respondents said they were very concerned or concerned about the impact of Climate Change in their local area.

4.26 Quick poll 3 asked “Whose responsibility is it to address the issue of climate change?”

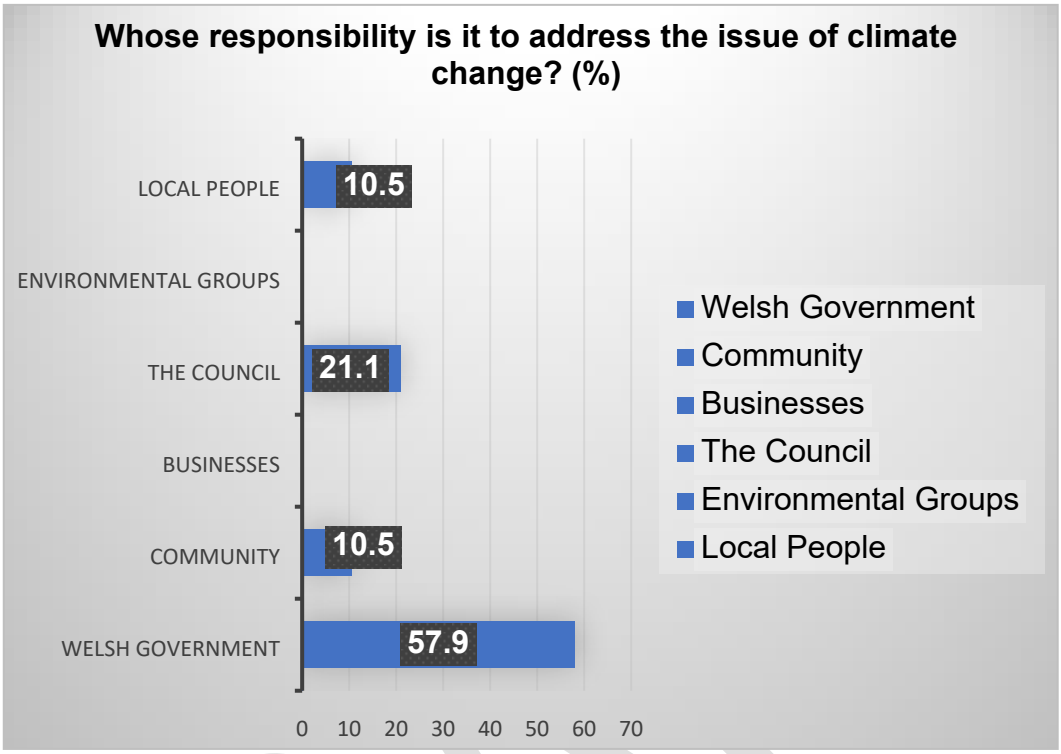



***Figure 11 – Whose responsibility is it to tackle Climate Change?***

4.27 Over 57% of respondents thought it was Welsh Government’s responsibility to tackle climate change, followed by the Council (21%).

***Note: the response numbers were low for Poll 2 and 3***

# 5 Young Persons Engagement

5.1 The Youth Engagement Participation Service (YEPS) promoted the climate change conversation by sharing existing RCT tweets and Facebook posts via the following website and social media platforms:

- Wicid.tv – average of 1,300 users monthly
- Twitter – 1,236 followers
- Facebook 2,507
- Instagram – 2,093 followers

5.2 Two bilingual grid posts were created on Instagram to draw attention to the Think Climate video that was created to promote the 'Let's Talk Climate Change' project on the Let's Talk RCT website. Instagram followers were signposted to links to the project and an introductory video was also posted to make them aware of the short polls that would be appearing in Instagram stories.

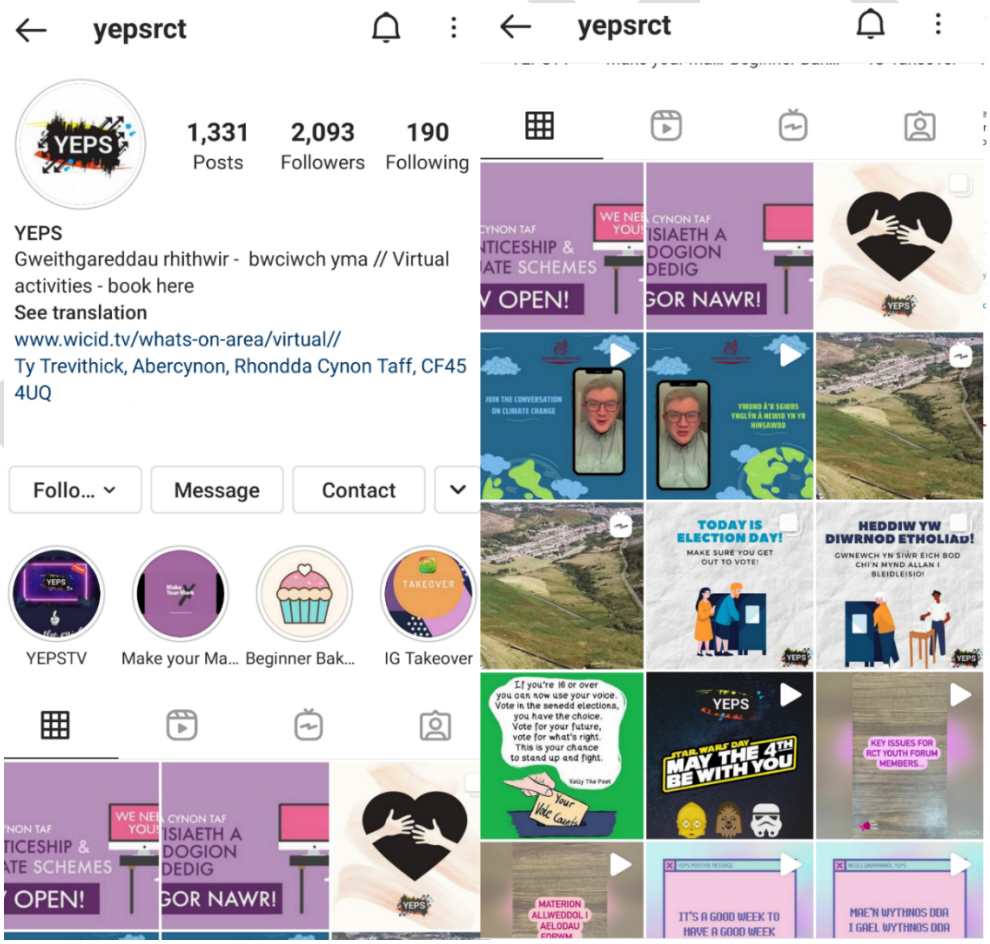



***Figure 12 – YEPS RCT Instagram account***

5.3 The figure below shows the grid posts that were published by YEPS to promote Let's Talk Climate Change RCT.

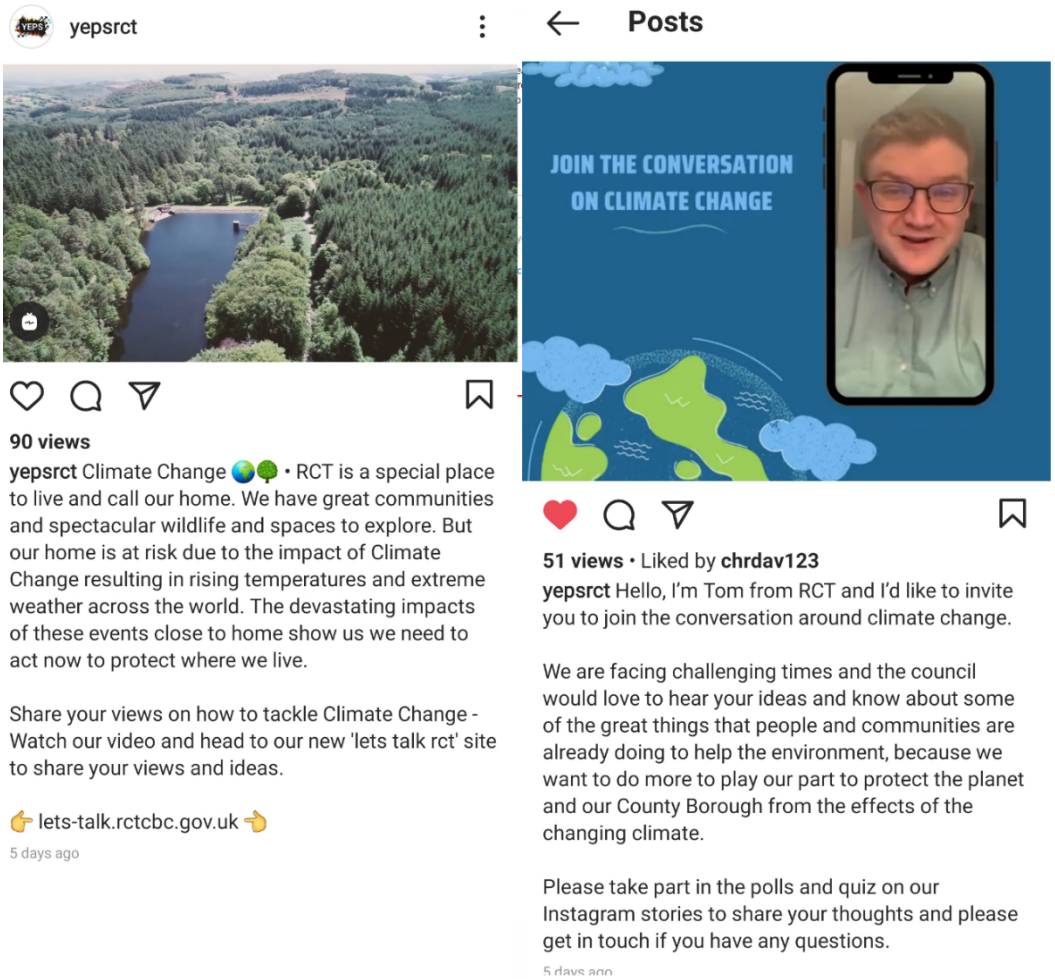



***Figure 13 – Think Climate RCT grid posts***

5.4 The following figures show the grid posts that were published by YEPS to promote Let's Talk Climate Change RCT. The first story poll that was published asked "Do you think you know enough about climate change?" 27 YEPS followers responded and 56% selected the thumbs down image to say 'No'. 44% responded 'Yes'.

5.5 When asked "Are you concerned about the impact of climate change on your local area?", 25 YEPS followers responded with 60% saying they were concerned and 40% saying they were not concerned about the impact of Climate Change on their local area.

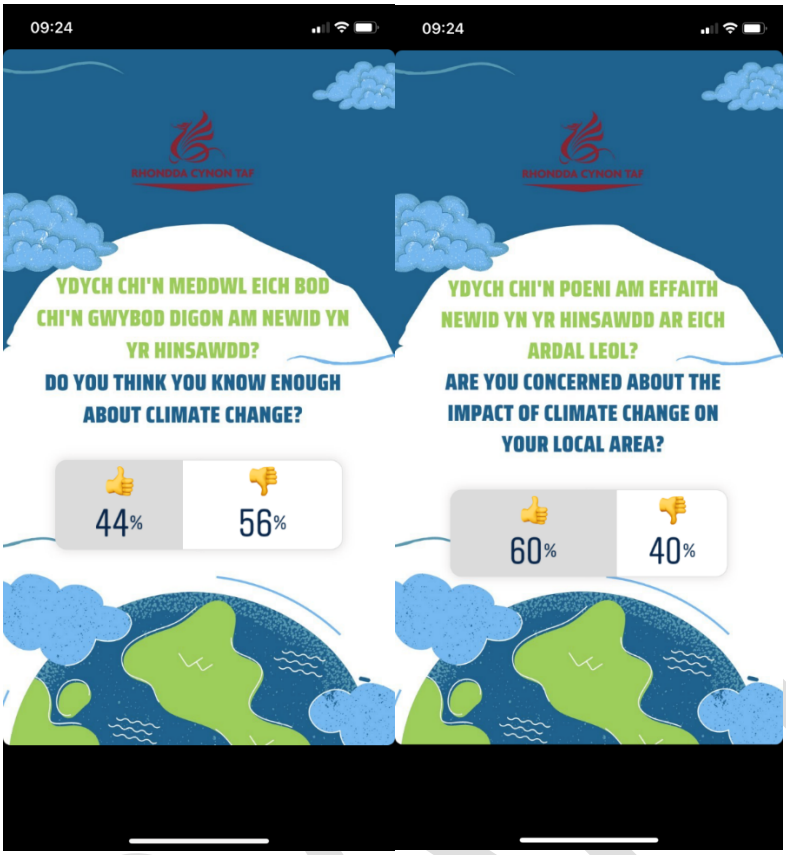



***Figure 14 – Instagram polls***

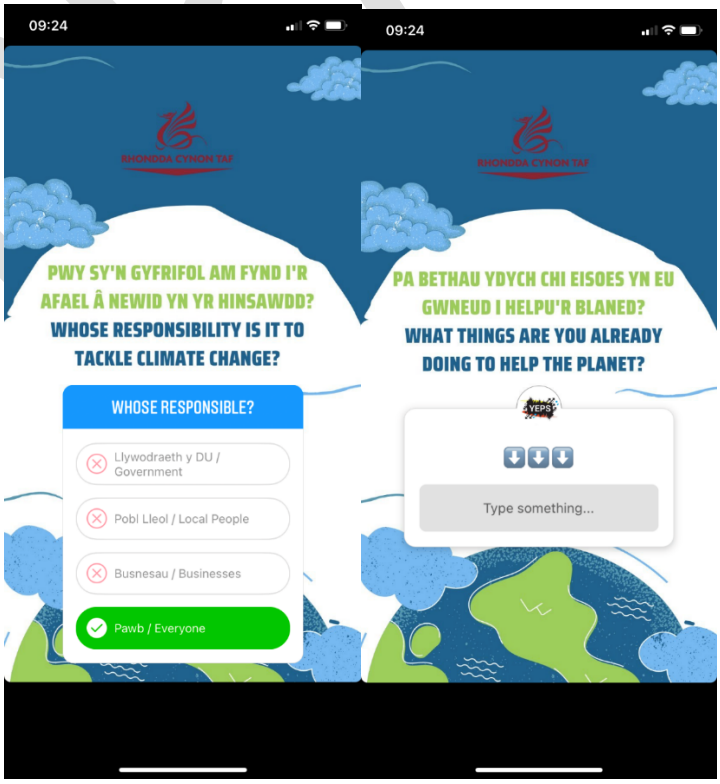


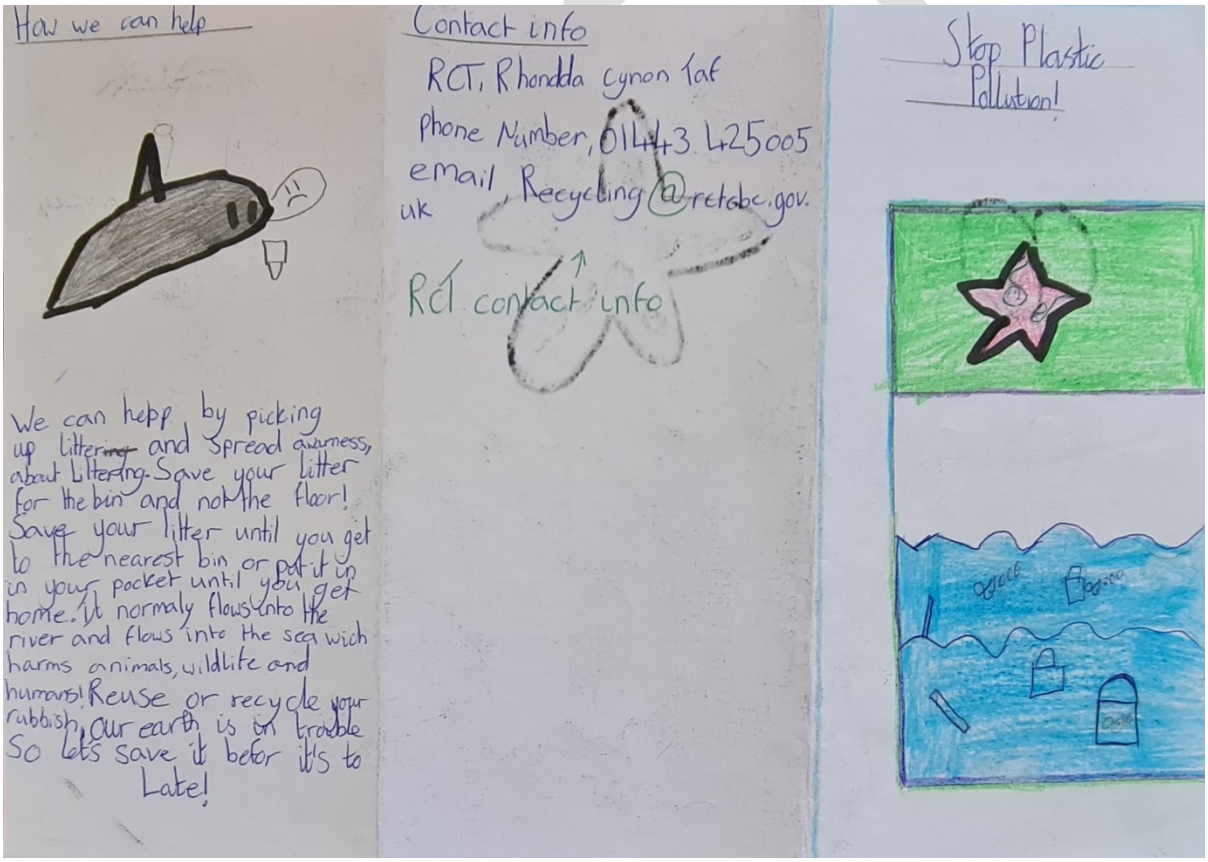

***Figure 15 – Instagram question and comments***

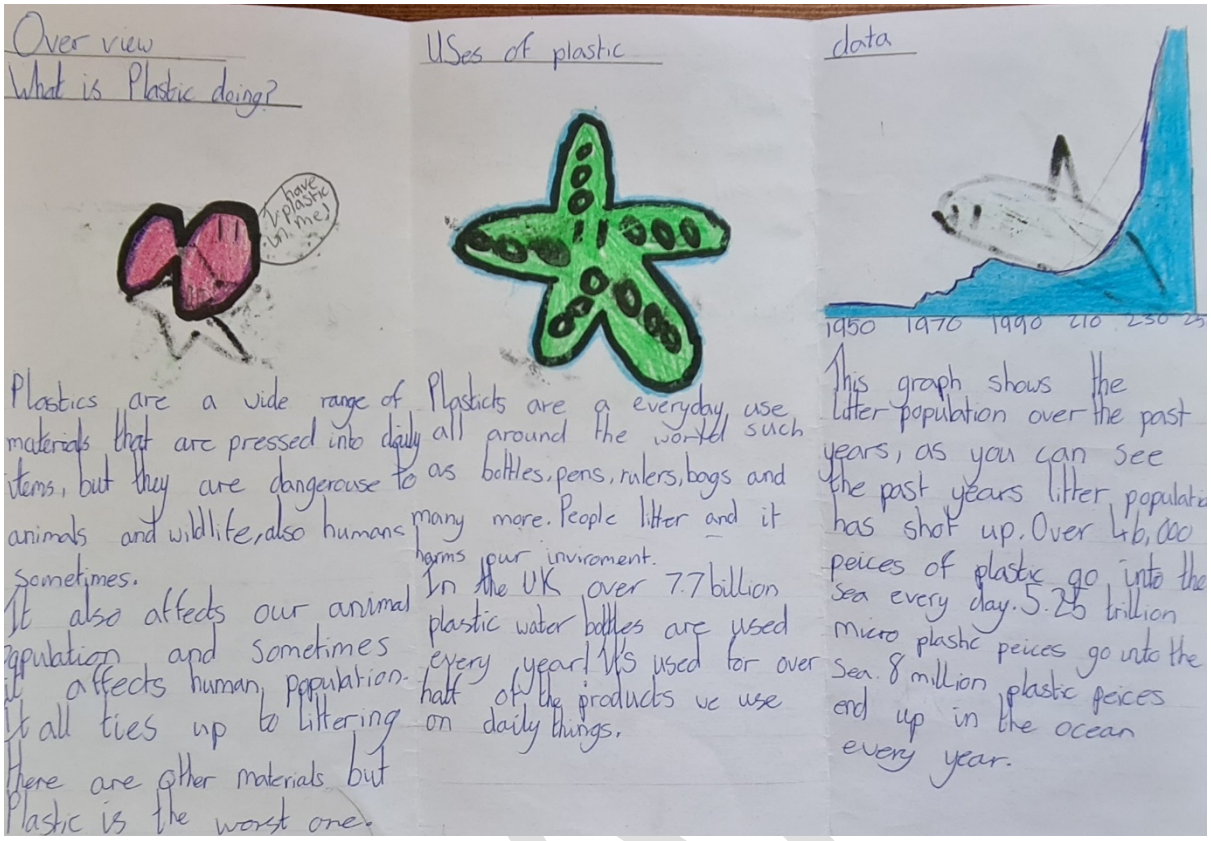
5.6 When asked “Whose responsibility is it to tackle climate change?”, 23 followers responded. 17 voted ‘Everyone’, 3 voted ‘Local People’ and 3 voted ‘The Council / UK Government’.

5.7 The final Instagram story asked “What things are you already doing to help the planet? One comment was received “*Not dropping rubbish.”*

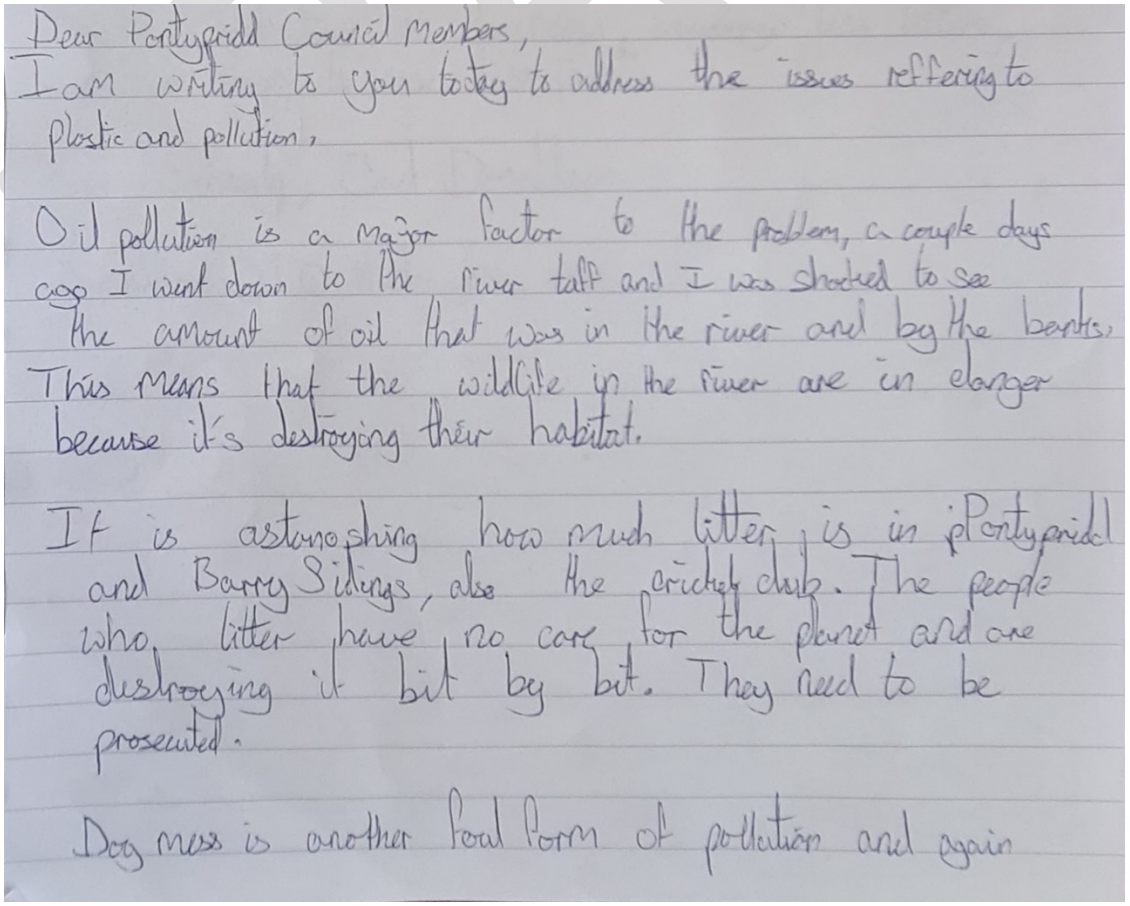
## Primary School Responses

5.8 A sample of responses in relation to the Climate Change consultation were received from Trehopcyn Primary School. Class 4 sent in some work that they had been doing on the environment, including a leaflet, letters and some posters, examples of which are shown below.






***Figures 16a & 16b – Plastic pollution leaflets***



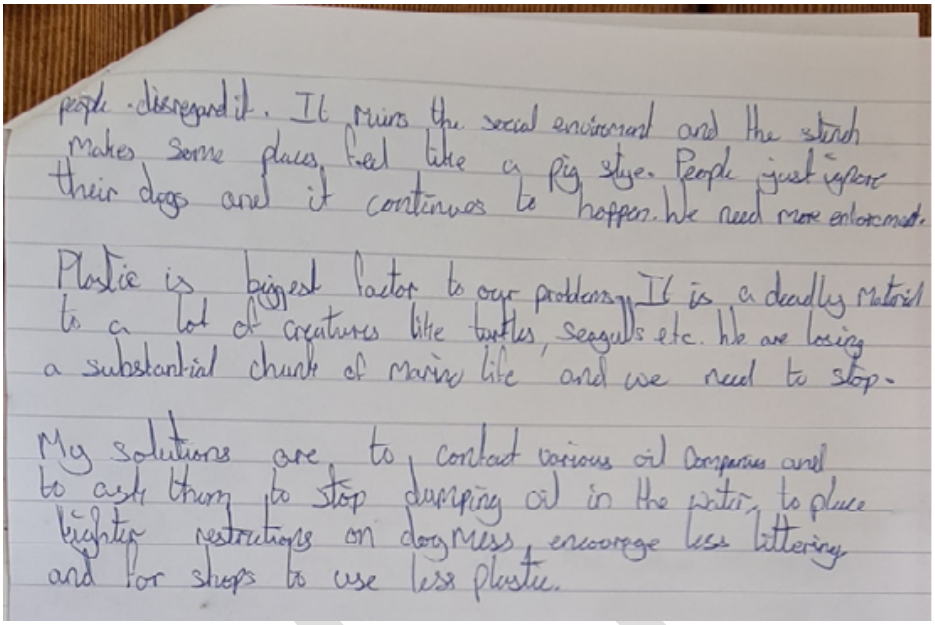



***Figure 17 – Letter 1***


***Figure 18 – Poster 1***


***Figure 19 – Poster 2***

**Youth Forum Zoom meeting**

5.9 A Zoom meeting was set up with 5 members of Taf Youth Forum. The session began by sharing the 'Let's Talk Climate Change' site and playing the video to give an overview of the topic.

5.10 We asked the group if they had any ideas about what the Council could do to help tackle climate change and the following ideas were given:

*"Encourage people to ride bikes instead of using other transport to help."*

*"Change the vehicles the Council uses to be electric vehicles."*

*"Encourage people to shop more locally."*

5.11 The group also discussed their feelings on Climate Change and acknowledged that there could be more done to help young people understand the issue. The group discussed how they had noticed a change in the weather locally and the impacts of flooding in their area were also discussed.

The group were asked if they currently did anything with the aim of helping the environment and tackling climate change. One participant spoke about how they try to save plastic bottles and re-purpose them into plat pots. Most of the group spoke about how they and/or their families recycle but also highlighted some of the downfalls of trying to recycle more.

*"We try to recycle everything but it's sometimes hard to know what can and can't be recycled. The plastic recycling is hard because some can and some can't be recycled."*

*"I tried to eat less meat. I was vegetarian for 6 months but found it difficult to keep up. Fast food options for vegetarians aren't great."*

*"I keep plastic bottles and use these as a craft to make them into plant pots that I then use to put plants in."*

5.12 The group were asked the Quick Poll questions which lead to a number of discussion points. Firstly, they were asked:

***Do you have enough information about the impact of Climate Change in Rhondda Cynon Taf?***

All 5 participants said they currently did not have enough information.

The group again acknowledged that a lack of understanding on the main issues often prevents young people from knowing what they can do to contribute towards tackling the problem.

5.13 The group were asked to identify the best ways to share information with young people and the most popular response was through social media with Instagram and Snapchat being identified as the most used platforms. The group also highlighted how important it is for the information that is shared from the Council to be relevant and aimed directly at young people relating to topics that directly affect them.

*"The information online should be shorter so you don't have to read a lot but then a link provided to a page with more information that you can use if you want to. It puts me off if there's a lot of words to read at once. This would have more of an impact I think."*

*"I didn't think much about the flooding at the time but then saw a programme on TV which showed people in the area and how they had been affected. I saw how they felt and it had a big impact on me."*

A suggestion was made to utilise social media pages to promote weekly topics for discussion that they could have with their families or to set challenges that would help identify how they could make a difference.

*"Have fun interactive ideas of things we could do daily to give ideas and challenges to talk about different topics."*

5.14 The group were then asked the remaining poll questions with the results as follows:

***How concerned are you about the impact of Climate Change in Rhondda Cynon Taf?***
***Very Concerned 4***
***Concerned 0***
***Not Very Concerned 0***
***Not At All Concerned 1***

***Who is responsible for tackling Climate Change in Rhondda Cynon Taf?***
The group felt the responsibility lay with all groups referenced as options.
"It is for everyone to do their bit."

5.15 Throughout the discussion it became clear that the group had an interest in the topic but felt they did not currently have the right information to be able to know how they could become involved in activities to help. One participant raised an issue of litter being in a lake nearby and asked for information about how they could become involved in clean ups to try to prevent wildlife being affected. The group decided that they could use this as a project to work on and look at how they can become involved in regular litter picks and projects to clean up local areas.

# 6 Older Persons Advisory Group

6.1 An online meeting was held with the Older Person's Advisory group as part of the engagement and the following outlines the main discussion points.

6.2 There were concerns about the environmental impact of litter and particularly the amount of take away cups, whilst businesses have been closed and more recently face masks. There are a number of local groups that help with the litter and this proactive community work is helpful. There were calls for more signage to discourage litter.

6..3 The environmental impact of Fly Tipping was also discussed and the need for the good enforcement work that is going on to be communicated more in the press and on social media, to deter people.

6.4 There was a discussion around alternative sources of energy. There was the example of a person wanting to have a small wind turbine on some land they own and how this could be achieved, perhaps working with the Council or other community organisations. An attendee asked if the Government still provided grants for solar panels.

<u>How do we act to help tackle climate change?</u>

6.5 As part of the discussion, the group were asked what they or their family does to play a part in tackling climate change. Comments included;

"I think most of us are using our cars less because we haven't been able to go anywhere."

"Most of us do as much recycling as we can…."

6.6 Recycling was discussed, and questions were raised about why some materials cannot be recycled easily, for example bread bags. The ability to recycle old medication and tablets at local pharmacies was welcomed. The group were happy to go out of their way to recycle items that the Council currently are unable too.

6.7 There was a discussion about the way things were done in the past and how they could now be perceived as eco-friendly, for example hanging washing on the line, rather than using a tumble dryer, turning lights off and only boiling the water that you need etc. It was suggested that this should be taught in schools. The conversation then went on to suggest that there could be some form of intergenerational working, with older people visiting schools to discuss or produce a leaflet to communicate the key issues.

<u>What can communities do?</u>

6.8 The group were not aware of many community sharing schemes in the County. One attendee suggested that they used to live in an area where there was an equipment sharing library and it would be good to pool resources and do

something locally here. Another attendee suggested that there is a community garden in Brynna Woods, where people can go in and pick up goods and also in Pontyclun.

6.9 Allotments were discussed as a means to grow your own food. Long waiting lists were reported and then a number of vacant sites were suggested that could be turned into allotments if needed. Indoor allotment sites in old factory buildings "Like a big glass house", was one idea.

6.10 Communicating key messages was seen as important, with two examples given. Firstly, the cutting down of diseased trees, people are not aware and think that they are just being cut down, when on the other hand we should be planting more trees. The second example, was mention of the 50mph signs on the A470, which tell people the reason for the speed limit is to reduce air pollution, with the result that people are more informed.

6.11 The final point raised was the potential benefits of publicising the recycled products and things that are made out of recycled products? *"It's amazing what they can make. If people knew what was being recycling and what it was being turned into, it could make a big difference."*

# 7 Staff survey responses

7.1 An email was sent to all staff in RCT Council with a link to a question that asked for ideas on how the Council could tackle Climate Change within Council Services.

13 detailed Responses were received. A number of the comments are shown below, split by theme;

**If you have ideas about how we can do more to tackle Climate Change within any of our Council services, please let us know.**

**Plastic use**

*"I think that as an organisation we need to commit to reducing our plastic consumption. When we were in the workplace, plastic was used a lot in things like packaging and catering (like coffee cups etc.) These are small changes that can make a big difference."*

*"Re-instate water machines in offices, to encourage staff to use less plastic bottles. Lots of people refuse to drink tap water."*

*"We need to find ways to change people's habits so that they will realise that small changes in the way we live, step-by-step, are easier than we think. Society must move away from over consumerism and realise that our ways are harmful to ourselves and the environment. We need to reduce, reuse and recycle. I find that many people are confused by what can be recycled and how. Perhaps we could find a way to teach residents the difference between the seven categories of plastic; which types can be recycled in the bags on the doorstep and alternative options for those that can't, how to look for the triangle and number symbol on the packaging."*

**Energy**

*"We should commit to using only (or majority) renewable energy and ditch fossil fuels completely as an organisation."*

*"Lights-out policy on Council owned buildings after a set time to save energy (understood it is required for security reasons in some cases)."*

*"I work at Maesnewydd Garden Centre and we have a large greenhouse with a gas boiler. If that was replaced by solar panels and a small windmill to service an electric boiler that would be more beneficial to the planet and eventually would pay for itself by the reduction in our gas bills. We already have solar panels on our building's roof."*

**Catering**

*"I think that catering needs to be considered when thinking about tackling climate change. Food being offered on RCT premises and services needs to be ethical, sustainable and eco-friendly. Reduce the amount of red meat and*

*dairy being sold and consumed. Increase the number of vegan and vegetarian options. Ensure that any meat, fish or dairy sold is sustainable."*

**Procurement**

*"We need to look at the procurement process and evaluate the sustainability and ethics of our contractors and organisations used. Maybe a commitment to have basic requirements for these contracts (must be sustainable, must be ethical etc.)."*

**Remote Working/Reduce Office Space**

*"Discourage car journeys to attend meetings etc and encourage remote contact where possible"*

*"Reduction in office space footprint to encourage flexible working via hot-desk bookings"*

*"Continue with the home working where practicable."*

*"Council office space could then be reduced which will save on heating/energy bills"*

**Electric Cars**

*"Electric pool car fleet for employees where regular travel by car is essential."*

*"Purchase electric vehicles and also install charge points at the main offices / car parks. This may also encourage staff to purchase electric vehicles"*

# 8 Email responses

8.1 Emails were received from the following:

- Hirwaun & Penderyn Community Council
- Dr. Beth Winter – MP for Cynon Valley

8.2 The main points from the emails are found below;

**Hirwaun and Penderyn Community Council**

**Overview**

Hirwaun and Penderyn Community Council welcomes this document. This council endorses and supports all meaningful action taken by RCTBC to address the unfolding Climate and Ecological crisis which HPCC recognises as potentially the greatest ever existential threat to our planet and its lifeforms.

At present, a resident searching the RCT website would not be rewarded with any wealth of information on the council's response to climate change and would certainly not be informed of a coherent policy relating to it. We hope that this consultation and survey will pave the way to addressing this issue.

**Comments on the draft document**

Members of HPCC:

- were encouraged by the breadth and variety of initiatives that have already been actioned. It was felt that the council should celebrate these and raise public awareness.
- felt that the chilling quotes from leaders and activists, set the correct tone for this important document.
- noted that document is titled a "Climate Change Strategy" but the content encompasses wider environmental issues. The final document may benefit from a title that reflects this.
- thought that there was confusion at times, between which targets/actions applied to the council itself and which to the borough at large. This could be addressed in the final draft.
- wished that the document had been given a more reader friendly layout/organisation. This may have encouraged more members of the public to read and engage with it. Again the final draft could accommodate this.
- welcomed RCTBC's intention to continue its dialogue with residents regarding this overwhelmingly urgent issue. HPCC councillors were keen to be represented in this ongoing process.
- hoped to see RCTBC to set up a panel with wide representation that would have the role of stimulating and challenging the council on climate and environmental issues.

- did not believe that the public are sufficiently well informed of the crisis. It was felt that RCTBC should embark on urgent and extensive campaigns of awareness raising.

**Conclusion**

HPCC supports RCTBC in the aims of this document and would welcome the opportunity to work in partnership to further these aims.

**Beth Winter – MP for Cynon Valley**

Please find below the outcome of discussions held with my advisory groups in Cynon Valley to the consultation document on Climate Change produced by the Local Authority. I would like to also highlight two areas that are of particular importance to me. These are:

- There is a need to ensure that there is clarity around how and when targets will be met. This is an ambitious document but I remain unsure about how one would move to implementation of targets that are set.
- Processes of consultation are understandably often difficult and complicated to arrange and manage but the existential nature of this issue is such that ensuring adequate, comprehensive, representative and meaningful involvement of residents, including as wide a range as possible of organisations, is of paramount importance. The document falls short I feel on this.

On a positive note I, and my advisory groups, very much welcome this initiative by RCTCBC. It is a comprehensive and serious attempt to seek to address issues of climate change and I look forward to working with you to progress this initiative to the benefit, in particular, of our future generations.

Consultation response by Beth Winter MP; Economy Advisory Group; Welfare Benefits Advisory Groups & Constitution Advisory Group.

- Call for tighter legislation and clear enforcement on domestic & commercial burning. This would ideally go hand in hand with support for those who rely on burning solid fuel to incentivise and enable them to install greener heating methods.

- It's agreed that tone of consultation responses should reflect the positivity and ambition of the document.

- There is some confusion in the document between targets for RCT as an organisation and as a county borough council. This should be clarified. It is felt that there is a lack of detail on plans for how targets will be attained.

- Applaud that new- build houses will be carbon zero. RCT should use tools at their disposal to deliver widespread retrofitting scheme.

- RCT should work towards an integrated public & active transport network that complements the metro. Need to consider needs of more rural communities within RCT e.g. Rhigos, where public transport is virtually non-existent currently.

- RCT need to work rapidly on electric car charging points and communicate 'this is what we are doing', perhaps a named person to push this forward.

- Apprenticeship schemes should be used to up-skill local people on green infrastructure.

- Integration with Welsh Government to ensure a joined-up approach between WG & Local Authorities, with best practice spread and WG approach filtered down. Regular meetings between Julie James and named individuals at each local authority are suggested.

- Need to focus on e-bikes, mobility scooters and other forms of semi-active transport which are very energy efficient.

- Need a change of behaviour around waste. We applaud recycling where appropriate but need to move to less disposable elements on consumption. Need for a county borough wide emphasis on reducing and reusing.

- An emphasis throughout on a **fair transition**. Disincentives to drive are only going to hurt those who have no alternatives. Disincentives to burn solid fuel are only going to hurt those who rely on it. There need to be developed alternatives, financial support as appropriate and clear communication.

- Need to clarify consultation process – how and who is involved in the consultative body for RCT going forward – how representative is that body? Should Local Authorities also appoint Councillor for climate change?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**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**CLIMATE CHANGE CABINET STEERING GROUP**

**14 JUNE 2021**

# UPDATE REPORT ON THE CARBON FOOTPRINT PROJECT

**REPORT OF THE DIRECTOR OF CORPORATE ESTATES IN DISCUSSION WITH THE CABINET'S CLIMATE CHANGE CHAMPION (COUNCILLOR RHYS LEWIS) AND THE CABINET MEMBER FOR CORPORATE SERVICES.**

**Author: Steve Lock, Head of Energy Project Management.**

## 1. PURPOSE OF THE REPORT

1.1 The purpose of the report is to provide an update to the Climate Change Cabinet Steering Group with regards to the work underway on the project to develop an understanding of the Carbon Footprint of Rhondda Cynon Taf Council activities and how it relates to the wider RCT Council Net Zero and Carbon Reduction commitments.

## 2. RECOMMENDATIONS

It is recommended that the Cabinet Steering Group;

2.1 Note the contents of this Carbon Footprint project update report as part of the ongoing work of the Climate Change Cabinet Steering Group.

2.2 Receive a further report in 2021 providing a further update on progress for phases 2 and 3.

## 3. REASONS FOR RECOMMENDATIONS

3.1 The contents of this report provides background information and an update on the current situation with regards to the progress and future plans for the Carbon Footprint project.

## 4. BACKGROUND AND UPDATE

4.1 In early 2021 Rhondda Cynon Taf Council engaged with the Carbon Trust to calculate a Carbon Footprint profile for RCT Council for the Financial Year 2019-2020, covering the impact of direct operational activities and also outlining certain steps that need to be taken to help us progress to our Net Zero goals.

4.2 The project has required input from many different departments across the Authority, and the first Phase of the Project was completed at the end of April with the receipt of the RCT Carbon Footprint 'Emissions' report from Carbon Trust which is provided as Appendix A to this report.

4.3 The full report contains a comprehensive analysis of the RCT Carbon Footprint for 2019-20 and all its component parts and the Key Findings are that;

*The total footprint for Rhondda Cynon Taf (RCT) during the Financial Year (FY) 2019/20 has been estimated at **105,257tCO2e.** These emissions can be broken down into three separate scopes, according to the Greenhouse Gas Protocol:*

- ***Scope 1:** Direct emissions associated with the use of natural gas in buildings, fleet fuel consumption, other fuels and refrigerants (**17,888 tCO2e**)*

- ***Scope 2:** Indirect emissions associated with purchased electricity in buildings (**6,360 tCO2e**)*

- ***Scope 3:**Indirect emissions associated with the embodied emissions from procured goods and services, capital goods, employee commuting, business travel, upstream emissions from scope 1 and 2 activities, leased buildings and water consumption in FY 19/20 (**81,009 tCO2e**).*

4.4 *The overall Net Emissions for RCT total **98,757 tCO2e.** The GHG protocol and UK Environmental Reporting Guidelines encourage dual reporting to allow for reflection of positive carbon activity which cannot be captured within a formal, reportable Carbon Footprint.Net Emissions go beyond the scope of the anticipated Welsh Public Sector Net Zero Carbon Reporting Guide to include the avoided emissions from exported renewables and electricity purchased through REGO certified contracts.*

4.5 Following receipt of the Phase 1 Emissions report we have recently commenced Phase 2 of the Carbon Footprint project which is focusing primarily (but not exclusively) on the 63% of Emissions that are related to Procured Goods/Services and Capital Assets. Phase 2 will culminate in July with second report from the Carbon Trust on 'Insights and Recommendations' for improvement.

4.6 Overall, the Carbon Footprint process is giving us a substantially greater insight into the current position as we develop the plans for RCT to be a Carbon Neutral Council by 2030 and as part of continuing this process it has been now been agreed to conduct a further Phase 3 of the Project to establish the RCT Carbon Footprint for Financial Year 20-21. This Phase 3 will be a revised version of the Data Collection phase taking into account the outcomes and lessons learnt from the 2019-20 exercise as well as other factors such as the new Welsh Government Carbon guidelines which have been received very recently.

4.7 The new Welsh Government's 'Welsh Public Sector Net Zero Carbon Reporting Guide' has finally been published following a number of delays since 2020. The document is very substantial and together with the accompanying data input calculator and process for formal reporting will have considerable implications for RCT Council's future Carbon reporting obligations and also for certain aspects of the Carbon Footprint project, both for the current Phase 2 'Insights and Recommendations' for 2019-20 and for the Phase 3 exercise to establish the RCT Carbon Footprint for 2020-21. These various implications are currently being clarified so that the relevant actions and adjustments can be made to the current processes and future plans.

## 5. EQUALITY AND DIVERSITY IMPLICATIONS / SOCIO-ECONOMIC DUTY

5.1 An Equality Impact Assessment is not required with regard to this report.

## 6. WELSH LANGUAGE IMPLICATIONS

6.1 There are no immediate Welsh Language requirements with regards to this report. The document in Appendix A entitled Rhondda Cynon Taf County Borough Council Carbon Footprint 2019/20 is an externally commissioned report produced by the Carbon Trust.

## 7. CONSULTATION / INVOLVEMENT

7.1 There are no consultation requirements at present with regards to this report.

## 8. FINANCIAL IMPLICATION(S)

8.1 The cost associated with the Carbon Footprint, including those related to the engagement of the Carbon Trust are all currently funded through the relevant cost centres and an existing enabling budget so there are no further financial implications aligned to this report.

## 9. LEGAL IMPLICATIONS *OR* LEGISLATION CONSIDERED

9.1 There are no legal implications aligned to this report

## 10. LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.

10.1 The purpose of the report is to provide an update report relating to the progress of the Carbon Footprint project as it relates to the work of the Climate Change Cabinet Steering Group.
The future actions that arise as a result of the future recommendations of the Climate Change Cabinet Steering Group report will be considered by the Council's Cabinet and it will take full regard to the seven national wellbeing goals.

## 11. CONCLUSION

11.1 This report provides an update to the Climate Change Cabinet Steering Group with regards to the work underway on the project to develop an understanding of the Carbon Footprint of Rhondda Cynon Taf Council activities and how it relates to the wider RCT Council Net Zero and Carbon Reduction commitments.

***Contact Officers;*** **Steve Lock 01443 281191**

**Appendix A**

**Rhondda Cynon Taf County Borough Council Carbon Footprint 2019/20 – as produced by the Carbon Trust**

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# Rhondda Cynon Taf County Borough Council

## Carbon Footprint 2019/20

March 2021

# Key contacts


Prepared by:

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# Contents

# 1. Introduction

# Context

- In 2017, the Welsh Government (WG) set the ambition of achieving a net zero public sector by 2030 and in March 2019, published Prosperity for All: A Low Carbon Wales which includes a policy to “Support the public sector to baseline, monitor and report progress towards carbon neutrality”.
- The upcoming **“Welsh Public Sector Net Zero Carbon Reporting Guide”** is expected to be in place imminently and will form the basis of ongoing carbon reporting for the overall net zero Welsh public sector target.
- In anticipation of the publications release, Rhondda Cynon Taf County Borough Council (RCT) have commissioned the Carbon Trust to calculate the organisational carbon footprint of the council for the financial year 2019/2020, aligning with the reporting guidelines as much as possible.
- Rhondda Cynon Taf (RCT ) have committed to a target aligned with the overall WG target of becoming **Net zero by 2030** across its own estate.
- RCT have also committed to becoming “Net zero” in their ‘Corporate Plan 2020-24 Making a difference’, which will align with RCT’s commitment to the Wellbeing of Future Generations Act.
- This report aims to build on the carbon reduction efforts made by RCT over the last 10 years including over 100 Solar PV installations, a mixture of micro-combined heat and power (CHP), CHP installations and High Efficiency Boiler Plant replacements, HVAC upgrades including pool plant, over 200 LED upgrades in our buildings and LED street lighting.
- This footprint report will help RCT establish a revised carbon baseline for its own operations, taking into account a comprehensive set of Scope 1, 2  Scope 3 emissions sources.
- This carbon baseline will form a crucial part of the council’s Climate Action Planning efforts.
- The Council also recognises the importance of action at the County Borough level and should consider developing a separate Borough-wide carbon footprint to identify areas for action.

# About Carbon Trust


The Carbon Trust is an independent, expert partner of leading organisations around the world, helping them contribute to and benefit from a more sustainable future through carbon reduction, resource efficiency strategies and commercialising low carbon technologies.

Our mission is to accelerate the move to a sustainable, low carbon economy.

# About Rhondda Cynon Taf County Borough Council

Rhondda Cynon Taf County Borough Council is the governing body for Rhondda Cynon Taf. The County Borough has an approximate population of 240,000 with the most populous areas centred around Aberdare and Pontypridd.

The council is responsible for local refuse collection and recycling, parks, provision of schools, and office-based services such as local planning and building control.

Rhondda Cynon Taf has a strong track record of placing sustainability and the environment at the heart of its operations.

# 2. Executive Summary

# Key findings

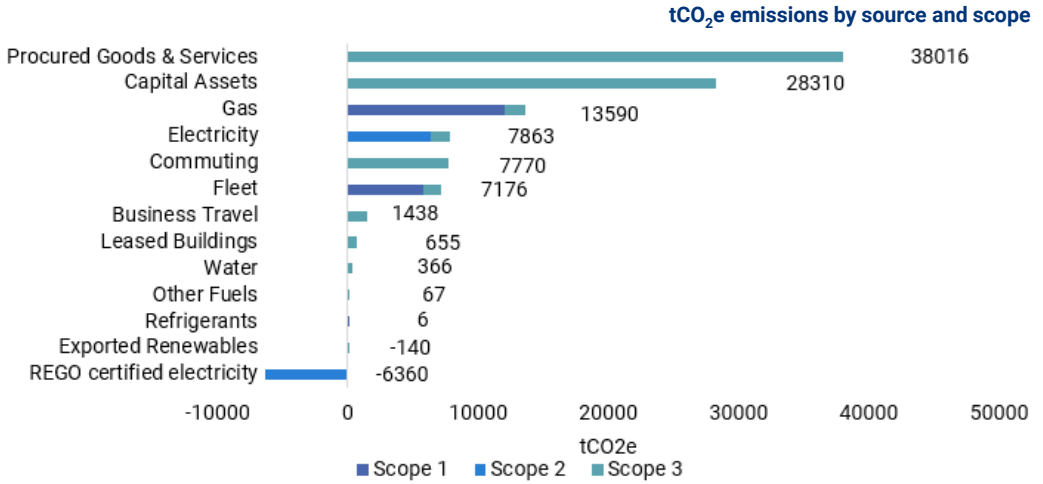
The total footprint for Rhondda Cynon Taf (RCT) during the Financial Year (FY) 2019/20 has been estimated at **105,257 $tCO_2e$.** These emissions can be broken down into three separate scopes, according to the Greenhouse Gas Protocol:

- **Scope 1:** Direct emissions associated with the use of natural gas in buildings, fleet fuel consumption, other fuels and refrigerants (**17,888 $tCO_2e$**)
- **Scope 2:** Indirect emissions associated with purchased electricity in buildings (**6,360 $tCO_2e$**)
- **Scope 3:** Indirect emissions associated with the embodied emissions from procured goods and services, capital goods, employee commuting, business travel, upstream emissions from scope 1 and 2 activities, leased buildings and water consumption in FY 19/20 (**81,009 $tCO_2e$**).

The overall Net Emissions for RCT total **98,757 $tCO_2e$.** The GHG protocol and UK Environmental Reporting Guidelines encourage dual reporting to allow for reflection of positive carbon activity which cannot be captured within a formal, reportable Carbon Footprint. Net Emissions go beyond the scope of the anticipated Welsh Public Sector Net Zero Carbon Reporting Guide to include the avoided emissions from exported renewables and electricity purchased through REGO certified contracts.



- The footprint is heavily concentrated around indirect scope 3 emissions, a very common situation for local authority emissions.
- Emissions associated with procured goods and services account for 36% of the total footprint for RCT with a further 27% of emissions associated with capital assets (projects).
- Overall, scope 3 emissions account for 77% of the total footprint. RCT will therefore have to integrate carbon management in its interactions with external parties such as contractors to achieve net zero by 2030 (if including supply chain emissions in this target).
- Emissions associated with natural gas and electricity consumption across RCT operated sites account for 20% of the footprint (including upstream energy impacts).
- Continued monitoring of these emissions is recommended, to identify emissions hotspots across selected buildings/sites.
- Fleet emissions represent a further ~7% of emissions.
- The top 6 categories of emissions account for 98% of the total (procured goods and services, capital goods, gas, electricity, commuting and fleet).



# Key recommendations

### Targeted opportunities and future reporting

- RCT should use the findings of this report to target emission reduction activities in high impact areas, balanced with reducing emissions in areas where organisational influence is higher. The measured carbon footprint therefore signposts that RCT should prioritise reducing emissions from the supply chain, whilst also making in-roads in reducing emissions from direct building and transport operations.
- During phase 2 of this work, Carbon Trust will continue to work with RCT developing a supply chain engagement approach, in order to move towards better measurement and management of the ~63% of estimated emissions from procured goods and services and capital projects.
- The findings in this footprint report should be used as a basis for future reporting under the anticipated WG reporting guidelines. Given its draft nature, some changes may be required in order to fully align with the requirements. This report has however been drafted with the most up to date understanding of the requirements.

### Data quality and inclusion

- RCT should continually seek to improve the quality of data being used to calculate it's organisational carbon footprint. This will help to improve overall understanding of the key emission sources across the council.
- RCT should initially focus on uncertainties related to the supply chain, fleet, commuting and business travel.
- With regards to the council's procured goods and services and capital goods, RCT should plan to move away from using expenditure proxies and begin working closely with contracted suppliers to obtain more accurate information on their scope 1 and 2 emissions of those specific services.
- A move towards individual vehicle-level consumption data should also be recorded across RCT's fleet, commuting and business travel operations. This will allow the council to more accurately quantify the emissions associated with individual vehicles and take action on high consumers.

# 3. Carbon Footprint methodology

# Greenhouse Gas Protocol

## Introduction to carbon footprinting

The Carbon Trust has conducted the carbon footprint for RCT in accordance with the greenhouse gas (GHG) protocol – the most widely used and accepted methodology for GHG accounting. The GHG protocol categorises emissions into three scopes:

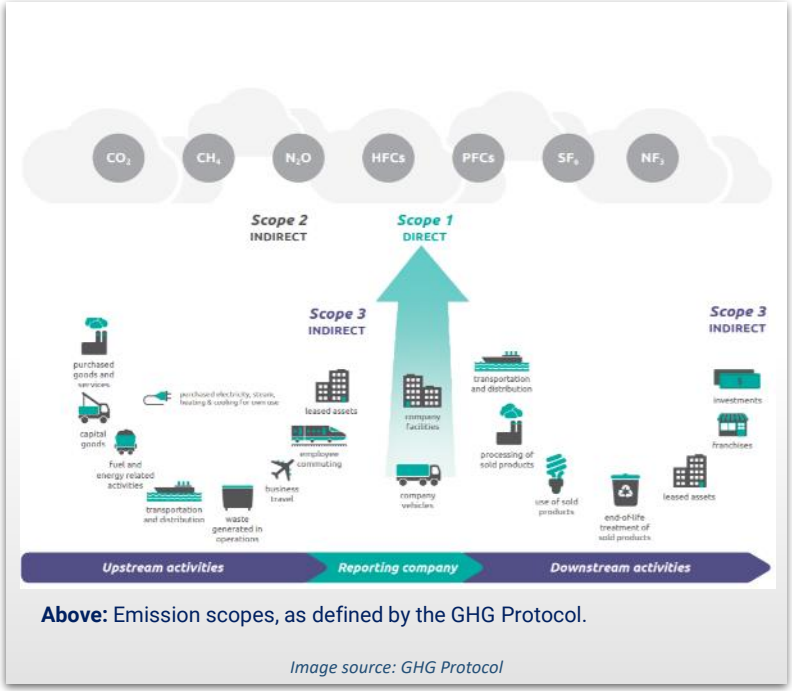
a. **Scope 1:** All direct GHG emissions (i.e. 'on-site' emissions, such as gas from a gas boiler or tailpipe carbon emissions from owned vehicles).

b. **Scope 2:** Indirect GHG emissions from consumption of purchased electricity, heat or steam.

c. **Scope 3:** All other indirect emissions, such as the extraction and production of purchased materials and fuels, transport-related activities in vehicles not owned or controlled by the reporting entity, outsourced activities, waste disposal, etc.

Direct and indirect emissions are defined according to operational control, such that:

- Direct GHG emissions are emissions from sources that are operationally controlled by RCT.
- Indirect GHG emissions are emissions that are a consequence of the activities of the reporting entity, but occur at sources controlled by another entity (for example, a power plant that generates the electricity consumed by RCT, or a waste-water treatment site that processes RCT's waste water).




**Above:** Emission scopes, as defined by the GHG Protocol.

*Image source: GHG Protocol*

# Carbon footprint methodology

## Calculation of emissions and introduction to greenhouse gases

A carbon footprint is calculated by aligning activity data (e.g. litres of vehicle fuel, kWh of electricity/gas) with an associated emissions factor:

- Where possible, primary activity data should be collected throughout the reporting period for the footprint calculation.
- Emission factors are updated annually and published by the UK Government's department for Business, Energy and Industrial Strategy (BEIS).[1]

If activity data is not available, various benchmarks and proxies can be used:

- Benchmarks can be used to approximate activity data. For example, typical electricity consumption per $m^2$ of a buildings floor area.
- When input data is scarce, high level factors can be used in place of the BEIS factors to approximate emissions from the available input data.

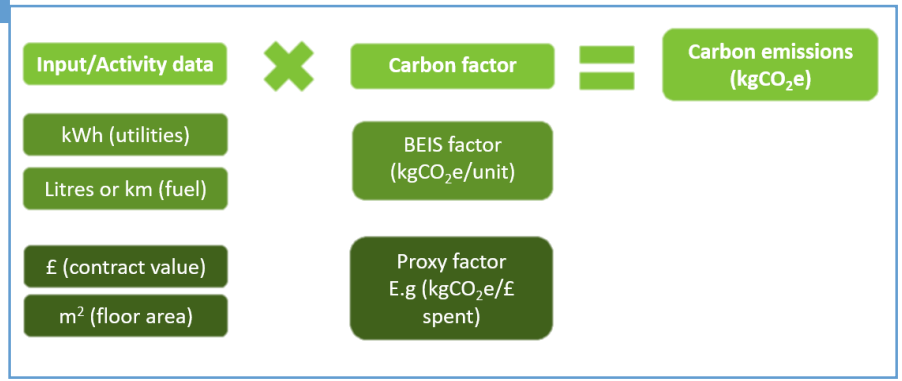


### Carbon dioxide equivalent ($CO_2e$)

There are multiple greenhouse gases that prevent solar radiation from escaping the atmosphere and contribute to global warming.[2] Each gas contributes towards this effect in different magnitudes. To account for this in reporting, a common unit of carbon dioxide equivalent ($CO_2e$) is used, which allows the impact of greenhouse gasses to be expressed in terms of the amount of $CO_2$ that would create the same amount of warming.[3]

RCT's calculated footprint therefore covers the main GHG's, but it is reported in terms of carbon dioxide equivalent.

**Box 1 – General calculation methodology for carbon emissions**




1 UK Government's conversion factors for greenhouse gas (GHG) reporting: https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting

2 There are seven key greenhouse gases: Carbon dioxide ($CO_2$), Methane ($CH_4$), Nitrous Oxide ($N_2O$), Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), Sulphur hexafluoride ($SF_6$), Nitrogen trifluoride ($NF_3$).

3 For example, carbon dioxide has a Global Warming Potential (GWP) of 1, whilst methane has a GWP of 24, therefore we can say that 1 tonne of Methane is equal to 24 tonnes of $CO_2e$ ($tCO_2e$).

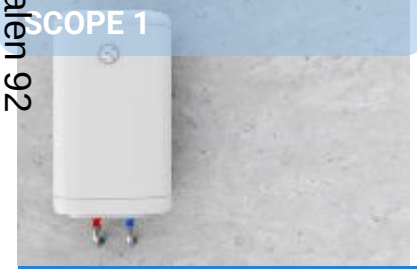
# Carbon footprint methodology

## Boundary of this assessment

The boundary of this assessment was agreed by RCT, and includes all organisational scope 1 and 2 emissions and those scope 3 emissions required by WG reporting. The selection of emission sources was also reviewed against a) perceived magnitude, b) data availability, and c) sphere of influence and ability to achieve reductions through direct action. The emissions included are consistent with the current understanding of WG reporting requirements and although significant changes are not expected, minor future amendments may be required. Emission sources excluded from this assessment (as per the GHG protocol) can be found in the Appendix.



### SCOPE 1



Gas consumption, typically for space and water heating in buildings and other RCT operations

RCT owned vehicle fossil-fuel consumption

Fugitive emission from refrigerant leakage

Other fuels (LPG)

### SCOPE 2

National grid supplied Electricity consumed in buildings and other RCT operations

Avoided emissions from use of renewables (e.g. solar PV and REGO backed tariffs) have been included in RCT's Net Emissions total.

### SCOPE 3

Indirect emissions from procured goods and services and capital projects.

Emissions resulting from business travel and commuting in non-council operated vehicles.

Emissions from the third party disposal and treatment water across council operated sites.

Upstream emissions from scope 1 and 2 activities

Emission from buildings with a leased status

# Data collection

Data on expenditure, buildings, fleet, travel, water and waste was collected by RCT and reviewed by Carbon Trust. Adjustments to the figures were applied where necessary.

| | Activity data | Source | Notes, assumptions and data quality comments |
|---|---|---|---|
| Scope 1 | Natural gas consumption in buildings | Consumption data was made available for 225 sites. A further 18 sites were provided without data. kWh consumption and cost (£). | Consumption was assumed to be zero where data was not provided with no estimates included. Data was not available where the site was not under an RCT supply contract or no usage data was recorded. RCT should validate this in future years. |
| Scope 1 | Vehicle fossil fuel consumption | As part of RCT's ULEV submission (WGES) an inventory of fleet consumption was assembled. A mix of mileage and vehicle consumption data according to the "fleet data" tab was used for the assessment. Fuel type and general description were used to assign best fit emission factors. | Where present, fuel consumption data has been prioritised to calculate the footprint, only using mileage in its absence. RCT waste collection vehicles are also present within this data which represent community and organisational waste collection emissions. A number of further uncertainties exist around fuel consumption associated with hire vehicles. |
| Scope 1 | Other fuel consumption | LPG consumption for 2 sites was based upon communicated billing data provided by the sites concerned. | Data was provided in litres of annual consumption. |
| Scope 1 | Refrigerant leakage | Refrigerant leakage data was provided for 2 sites. | Data for F-gas leakage has been based on annual routine maintenance/top-ups of all refrigerant. The leakage data should be verified through an independent audit of the 3rd party contractor maintaining the systems. |
| Scope 2 | Electricity consumption in buildings | Consumption data was made available for 346 sites. A further 18 sites were provided without data. kWh consumption and cost (£). Renewable energy supply evidence was presented to demonstrate REGO power purchasing. | Consumption was assumed to be zero where data was not provided with no estimates included. Data was not available where the site was not under an RCT supply contract or no usage data was recorded. RCT should validate this in future years. |
| Scope 3 | Procured goods and services | Spend report for RCT expenditure in 2019/20 (~£300million). Data removed includes public body / inter-authority spend, pensions and salaries spend and other capital / balance sheet spend (such as VAT related payments etc). | Economic proxies in the form of environmentally extended input output (EEIO) factors have been used to calculate the emissions associated with individual procured services (see next page). |
| Scope 3 | Capital assets | Spend report for RCT expenditure in 2019/20 as above. Spend categorised as "capital assets" where evidence suggests construction based activities e.g. "works". As such the category relates to construction based emissions e.g. embodied emissions in construction products and operations. | Economic proxies in the form of environmentally extended input output (EEIO) factors have been used to calculate the emissions associated with individual capital projects (see next page). |

# Data collection

Data on expenditure, buildings, fleet, travel, water and waste was collected by RCT and reviewed by Carbon Trust. Adjustments to the figures were applied where necessary.

| | Activity data | Source | Notes, assumptions and data quality comments |
|---|---|---|---|
| Scope 3 | Employee commuting | Anonymised employee home addresses and work destinations were provided. Average return distances were estimated using the home address and one central location (CF40). | Assumptions were made on the number of working days per year (taking into account PTE and WfH i.e 3.5/week). An assumed transport mode split was then applied e.g. car, public transport, walk etc. |
| | Business Travel: Transport | As part of RCT's ULEV submission (WGES) an inventory of grey fleet consumption was assembled. Mileage figures from the grey fleet tab were utilised for the assessment. | Assumptions were made on the fuel type split (petrol, diesel, EV, motorcycle) using national averages and average vehicle emission factors for each category. Other forms of business travel emission have been deemed to be de minimis (flights, accommodation, trains etc.) |
| | Water supply and treatment | $m^3$ consumption – consumption data provided for 380 sites. | A small sample of sites used extrapolated data to make assumptions on water supplied (conducted by RCT). 95% of water supplied has been assumed to be extracted for treatment. Actual water consumption should be used for future measurements. |
| | Waste disposal | Waste data not included. Evidence provided that confirm very limited waste to landfill occurs (<1%) therefore as per reporting guidelines and the GHG protocol, only waste collection (vehicle) emission are required. | Waste emissions are included under fleet emissions as no waste to landfill is present (waste collection emission only). Not possible to disaggregate organisational waste from community waste. |
| | Leased Assets | 41 sites were identified as either upstream sites where RCT is the landlord or downstream where RCT is the tenant. Electricity and gas consumption was provided for most downstream sites. Only floor area ($m^2$) was provided for upstream sites. | Only sites where RCT deliver services or have control of the utility bills have been included. Building energy benchmarks have been used (CIBSE) to estimate energy consumption where actual data is not available. This should be avoided where possible due to the increased uncertainty. |
| | Renewable electricity generation | Energy generation data from 106 small scale roof mounted solar PV installations were also provided. | Renewable energy data includes Solar PV generation data provided and estimated export data based on 50% export for schools, 25% export for offices, and no export for other sites. RCTs CHP are behind the meter and do not export, so therefore are considered within electricity and gas totals. |

# Environmentally Extended Input-Output Factors

Environmentally Extended Input-Output values EEIO) are used to calculate the hidden, upstream, indirect or embodied environmental impacts associated with downstream consumption activity. The diagram below provides an overview schematic of how emissions factors for a purchased item (fast food in this example) may be calculated by looking at the emissions produced per major economic activity, associated emissions and output of each stage of the product's value chain.

They have been used as a means to calculate emissions relating to procured goods and services and capital good and represent an estimate of the full "cradle to gate" emissions for each item that has been assessed. Each EEIO factor details the typical emissions of a product or activity per unit of spend on that produce or activity. We work from a database of 500 EEIO factors for a range of different sub-sector goods and activities.

EEIO factors are useful for providing a broad estimate of the emissions from procured goods and services and capital assets, however, they reflect the general emissions of a sub-sector and not of the specific supplier of that good or activity. It is recommended that EEIO factors are used initially to identify emission hotspots within the supply chain that can then be further refined through primary data collection.

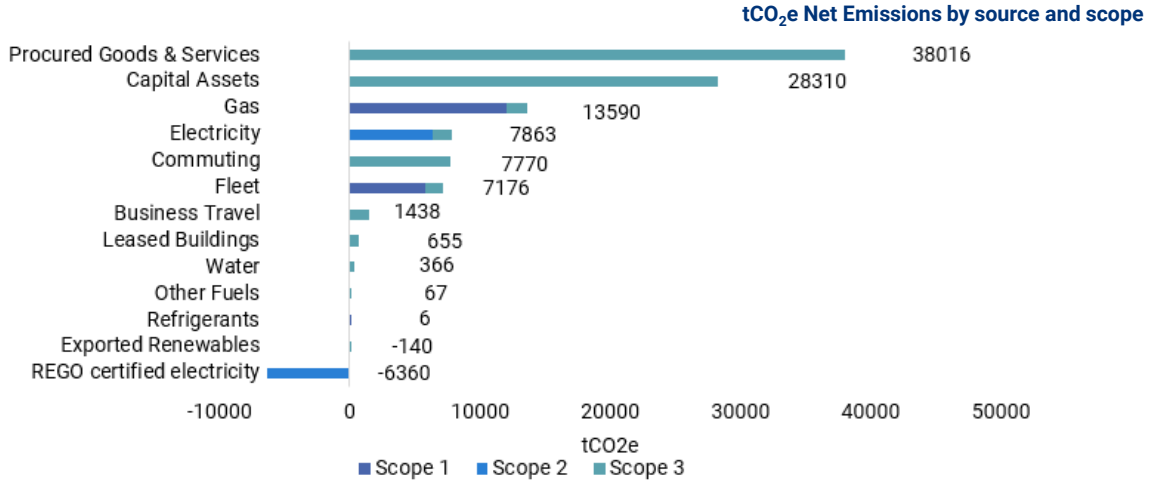
# 4. Carbon Footprint analysis

# RCT Total Carbon Footprint summary

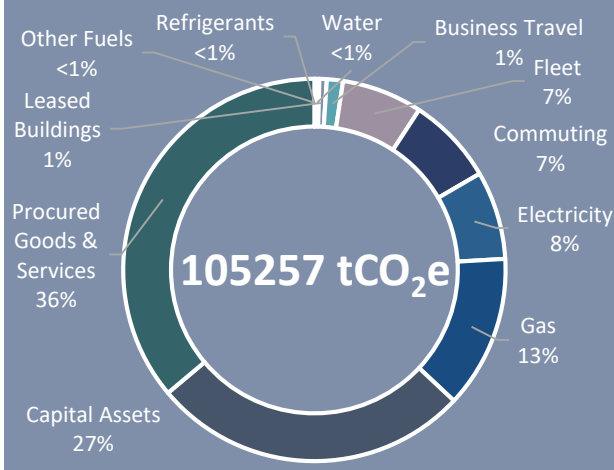
The total estimated carbon footprint of RCT in FY 19/20 has been calculated to be **105,257 $tCO_2e$.** The indirect emissions associated with the council's procured goods and services account for 36% of the overall carbon footprint. Emissions associated with capital assets make up a further 27% of total emissions. The top 4 categories are summarised as:

- Procured goods and services: **38,016 $tCO_2e$** (Scope 3)
- Capital assets: **28,310 $tCO_2e$** (Scope 3)
- Natural Gas consumption consumption in buildings: **13,590 $tCO_2e$** (Scope 1 and 3[1])
- Electricity consumption **7,863 $tCO_2e$** (Scope 2 and 3[1])

The overall Net Emissions for RCT total **98,757 tCO2e**. The GHG protocol and UK Environmental Reporting Guidelines encourage dual reporting to allow for reflection of positive carbon activity which cannot be captured within a formal, reportable Carbon Footprint. Net Emissions go beyond the scope of the anticipated Welsh Public Sector Net Zero Carbon Reporting Guide to include the avoided emissions from exported renewables and electricity purchased through REGO certified contracts.




## RCT Carbon Footprint




## RCT Net Emissions

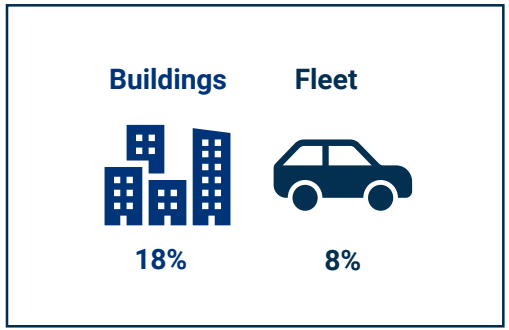
**98,757 $tCO_2e$**

[1]Figures include upstream emissions from scope 1 and 2 activities. According to the GHG Protocol, upstream emissions are referred to as 'Fuel and energy-related activities', and are included in the council's scope 3 emissions. These emissions are associated with transporting the fuel to the power stations before it is used and inefficiencies in the system such as transmission losses.

# Summary of scope 1 and scope 2 emissions

**Scope 1 and 2 emissions represent a combined figure of 23,952 $tCO_2e$ which is 23% of RCT's total emissions[1].**

- **Scope 1 vs. Scope 2 emissions:** 17% of the footprint arise from scope 1 emissions from fleet and building fuel consumption. Scope 2 emissions account for the remaining 6% from building electricity use.
- **Emissions by activity**: Approximately 18% of the total footprint emissions are from electricity and heat use in buildings. Fleet fuel consumption is responsible for 6% of emissions.
- **Net Emissions**: approximately 140 $tCO_2e$ were avoided through renewable energy generation from solar PV exported back into the grid[2], in addition the scope 2 electricity is REGO certified.




| Scope | Category | $tCO_2e$ [2] |
|---|---|---|
| 1 | Gas | 12,026 |
| 1 | Fleet | 5,796 |
| 1 | Other Fuels | 59 |
| 1 | Refrigerants | 6 |
| 2 | Electricity | 6,360 |

[1]Not including scope 3 upstream impacts
[2]Electricity generation from micro CHP units not captured





# Summary of scope 1 emissions

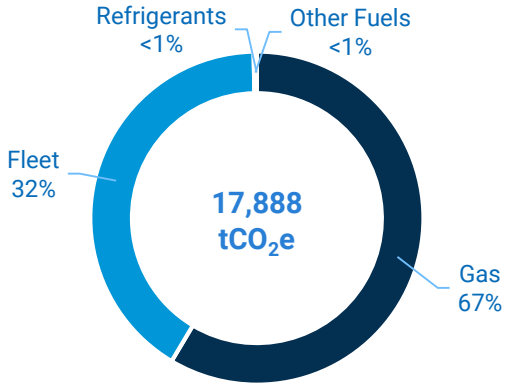
Scope 1 emissions are the result of the direct burning of fossil fuels by RCT

There are four sources of scope 1 emissions that have been calculated as part of RCT's footprint:

1. Natural gas consumption: **12,026 $tCO_2e$** (13,590 $tCO_2e$ when included scope 3 upstream energy impacts)
2. Operation of fleet vehicles: **5,769 $tCO_2e$** (7,176 $tCO_2e$ when included scope 3 upstream energy impacts)
3. Liquid fuel consumption (other fuels): **59 $tCO_2e$** (67 $tCO_2e$ when included scope 3 upstream energy impacts)
4. Refrigerant leakage: **6 $tCO_2e$**

The vast majority of scope 1 emissions arise from those created by natural gas consumption and from use of petrol and diesel in fleet vehicles. Refrigerant emissions are associated with leakage of refrigerants from air conditioning systems. "Other fuels" represent the consumption of LPG at 2 x RCT sites.

## Summary of RCTs Scope 1 emissions

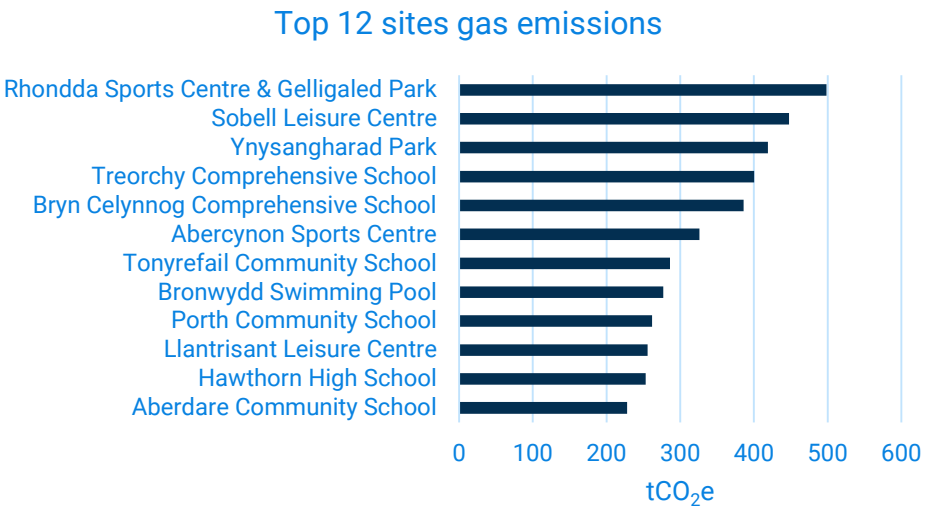


# Scope 1 emissions breakdown

## Natural gas consumption emissions

Carbon emissions associated with gas consumption accounts for **12,026 $tCO_2e$** (13,590 $tCO_2e$ when including scope 3 upstream energy impacts). This represents 11% of total emissions (or 13% including the scope 3 upstream energy impacts).

Gas consumption records were provided for 243 RCT sites (in addition to 18 sites with no associated consumption data). The top 12 sites in terms of carbon emissions are shown below. These sites represent 34% of total RCT emissions (4,564 $tCO_2e$) which is 4% of RCT total emissions. Energy efficiency investigations should be prioritised at high consuming sites to understand the potential for efficiency improvements and electrification of systems[1]. The majority of the sites with the highest gas consumption contain swimming pools, which will be a focus of the subsequent stages of the work suggesting steps to decarbonise.




[1]The emissions factor associated with Natural Gas is essentially a fixed factor. As such where a building uses roughly the same amount of gas year on year, the associated carbon emissions will not change.

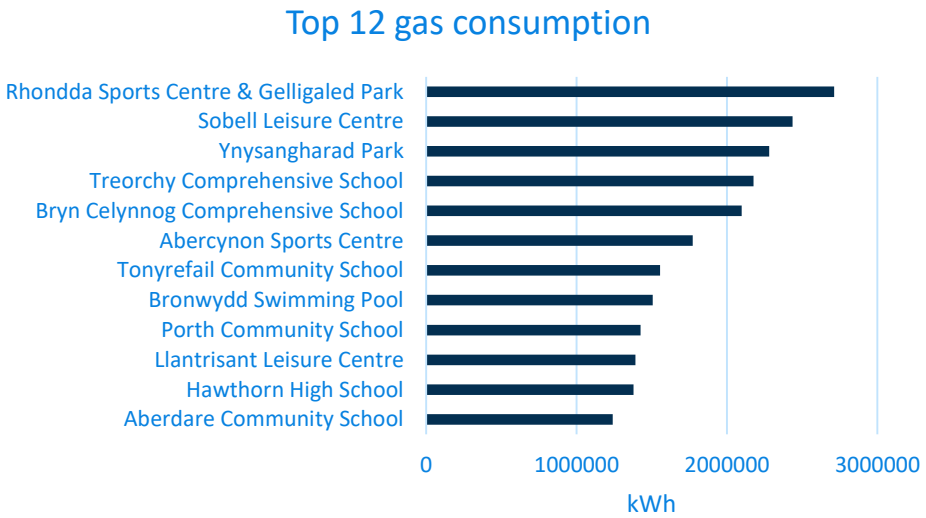
On the contrary, due to the increasing amount of renewable energy being introduced to the national electricity grid, the emissions associated with electricity consumption are falling year on year and will become more green that gas. Whilst the exact future for the UK's heating systems isn't entirely known, the majority of forecasts assume that most heat and hot water for buildings will be supplied by heat pump solutions that take advantage of the lower grid emission factors and their high efficiencies (known as co-efficient of performance). Ground source and air source heat pumps are common types and alongside improvements to the insulation and fabric of buildings, RCT should be investigating moving towards these systems in the majority of buildings.

# Scope 1 emissions breakdown

## Natural gas consumption: energy benchmarking

The 12 highest emitting sites were identified as predominantly being leisure centres, sports facilities and comprehensive schools.

The 12 sites with highest natural gas consumption make up **34%** of the total natural gas consumption from all RCT buildings.




A basic energy benchmarking exercise has been conducted below to highlight significant departures from expected gas consumption at the top 12 sites.

The data indicates poor energy efficiency at a number of sites, as well as some sites, such as Llantrisant leisure centre, with seemingly high efficiency compared to the benchmarked values. All of these sites should be investigated further since their consumption is high and discrepancies with benchmarked sites can sometimes inflate the comparative performance of a building.

| Site | Site type | % diff. |
|---|---|---|
| Aberdare Community School | Secondary | -25% |
| Hawthorn High School | Secondary | 16% |
| Llantrisant Leisure Centre | Swimming pool centre | -150% |
| Porth Community School | Secondary | 27% |
| Bronwydd Swimming Pool | Swimming pool centre | 37% |
| Tonyrefail Community School | Secondary | 77% |
| Abercynon Sports Centre | Combined centre | -27% |
| Bryn Celynnog Comprehensive School | Secondary | 31% |
| Treorchy Comprehensive School | Secondary | 36% |
| Ynysangharad Park | Swimming pool centre | 26% |
| Sobell Leisure Centre | Swimming pool centre | 23% |
| Rhondda Sports Centre & Gelligaled Park | Combined centre | -70% |

# Scope 1 emissions breakdown

## Fleet vehicle emissions

Fleet vehicle emissions represent approximately 6% of RCT's total emissions at 5,796 $tCO_2e$ (7,176 $tCO_2e$ and 7% when including scope 3 upstream energy impacts).

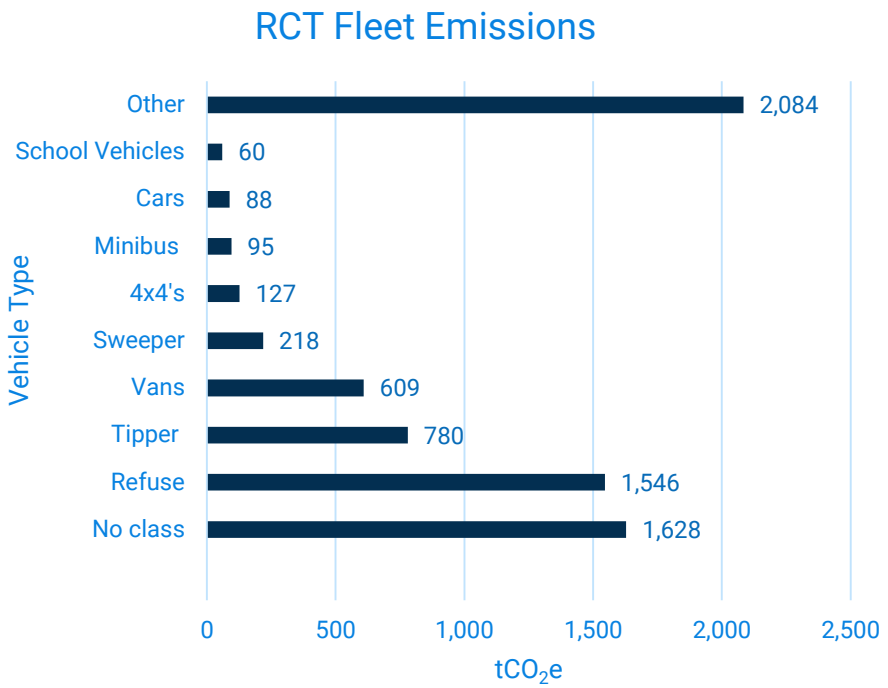
Data for more than 1,000 vehicles was included within the fleet submission.

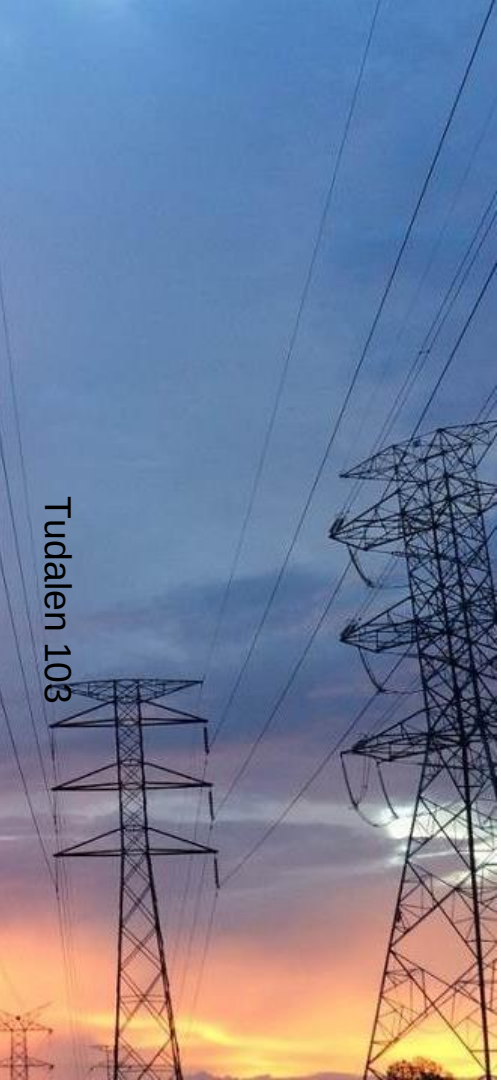
1,628 $tCO_2e$ of emissions arise from vehicles with no specification classification (no class). A sample review of the recorded registration plates show that these vehicles are a mix of small to medium trucks and goods vehicles.

Those vehicles identifiable as waste collection vehicles (refuse), represent the third largest category of vehicles. These vehicles are understood to represent community, as well as RCT's organisational waste emissions (due to no waste to landfill) and the categorisation of emission according to UK government and GHG protocol guidelines.

The top 3 categories (not including "other"): non classified large vehicles, Refuse vehicles and Tipper vehicles make up 55% of emissions from fleet vehicles. School vehicles, cars, minibuses and 4x4's represent only 5% of the total.

Whilst "Other" emissions represent the largest aggerated category on the graph, in reality this proportion represents a sub set of a large number of different vehicle types.







# Scope 2 emissions breakdown

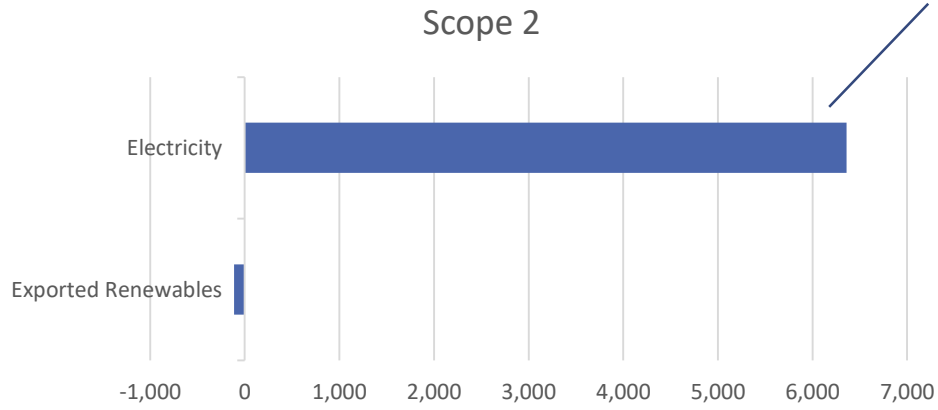
## Purchased electricity emissions



Scope 2 emissions from the electricity purchased from the national grid for use in RCT buildings accounts for to **6,360 $tCO_2e$** (7,863 $tCO_2e$ when including scope 3 upstream energy impacts). Emissions from electricity therefore account for approximately 6% of the overall footprint.

Consumption data was provided for 346 sites. Use of Solar PV equates approximately 140 $tCO_2e$ of Net Emissions saved annually. The emission estimate is based on the average grid emissions factor for 2019 as published by the UK government. The reportable carbon footprint assumes the standard location based approach to scope 2 this aligns with the anticipated Welsh Government Carbon Reporting Guidance. It is understood that 100% of electricity is REGO procured, this will be reflected in RCT's Net Emissions total.

**Scope 2 emissions split**



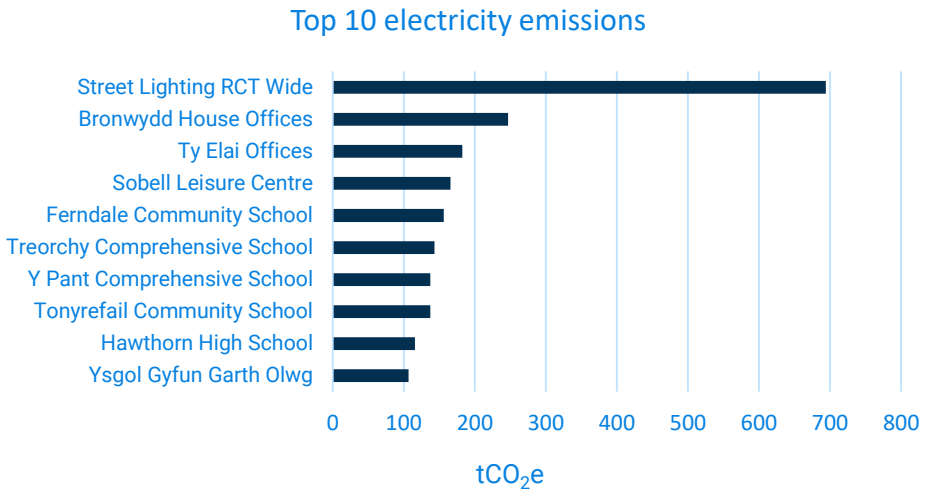

This figure includes savings from renewable generated PV equating to 367 $tCO_2e$

# Scope 2 emissions breakdown

## Electricity consumption emissions

Carbon emissions associated with electricity consumption accounts for **6,360 tCO2e (7,863 tCO2e** when including scope 3 upstream energy impacts). This represents 6% of total emission (or 7% including the scope 3 upstream energy impacts elements).

Electricity consumption records were provided for 346 RCT sites and streetlighting (in addition to 18 sites with no associated consumption data). The top 10 sources of electricity in terms of carbon emissions are shown below. These sites represent 33% of total RCT electricity based emissions (2,578t$CO_2$e) which is 2% of RCT total emissions. Streetlighting is unsurprisingly the largest source of electricity consumption representing 11% of all electricity consumption emissions. It is understood that essentially all street lighting is now LED.

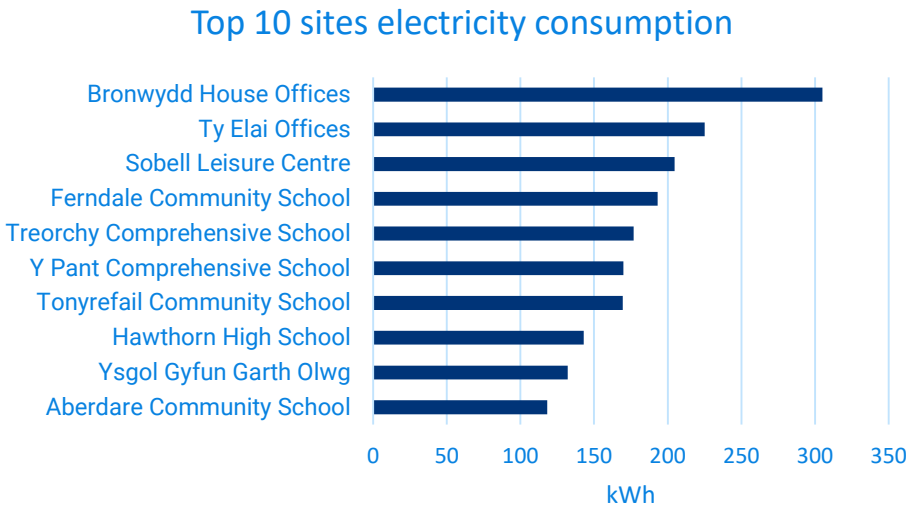



# Scope 2 emissions breakdown

## Electricity consumption energy benchmarking

The top 10 sites with the highest electricity consumption as shown below. They make up 23% of all electricity consumption across all RCT buildings.

Street lighting was not included in the graph below however it accounts for 11% of all the electricity consumption emissions from RCT.






### Carbon footprint analysis

A basic energy benchmarking exercise has been conducted below to highlight any significant departures from expected electricity consumption at the top 10 sites.

The data indicates poor energy efficiency at a number of sites (particularly Tonyrefail community school and Bronwydd house offices), as well as some sites, with seemingly high efficiency compared to the benchmarked values. All sites should be investigated further since their consumption is high and discrepancies with benchmarked sites can sometimes inflate the comparative performance of a building.

| Site | Site type | %diff |
|---|---|---|
| Aberdare Community School | Secondary | -87% |
| Ysgol Gyfun Garth Olwg | Secondary | -49% |
| Hawthorn High School | Secondary | -15% |
| Tonyrefail Community School | Secondary | 70% |
| Y Pant Comprehensive School | Secondary | -27% |
| Treorchy Comprehensive School | Secondary | -13% |
| Ferndale Community School | Secondary | 13% |
| Sobell Leisure Centre | Leisure pool centre | -16% |
| Ty Elai Offices | Local government | -4% |
| Bronwydd House Offices | Local government | 52% |



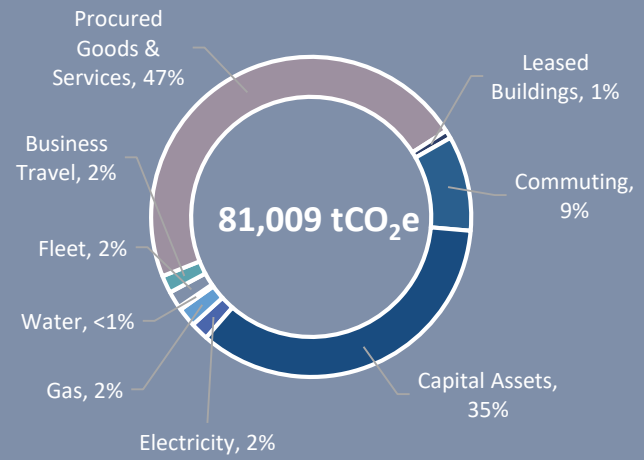
# Scope 3 emissions breakdown



## Summary of scope 3 emissions

Scope 3 emissions arise from indirect operations and third party services linked to RCT operations. The primary emission sources associated with RCT's footprint (and that of all other local authorities), arise from the procurement of goods and services and those linked with capital assets e.g. construction. These emissions arise from "upstream" activities used to create the products and services that RCT require in order to run operations and deliver public services.

Another significant area of scope 3 emissions arise from commuting conducted by RCT employees. This is also a common significant category for other local authorities. The energy related emission below represent "upstream" impacts of scope 1 and 2 emissions for gas, electricity and fleet.




For the FY 19/20, total scope 3 emissions have been estimated at **81,009 $tCO_2e$**. Overall, scope 3 emissions account for 77% of the total footprint, the largest source of emissions by GHG protocol scope.

The largest scope 3 source is associated with emissions from the council's procured goods and services, which have been calculated using Environmentally-Extended Input-Output Factors (EEIO) – an economic proxy used to calculate emissions. These emissions account for 47% of total scope 3 emissions. Capital projects account for a further 35% and employee commuting accounts for 9% of scope 3 emissions.

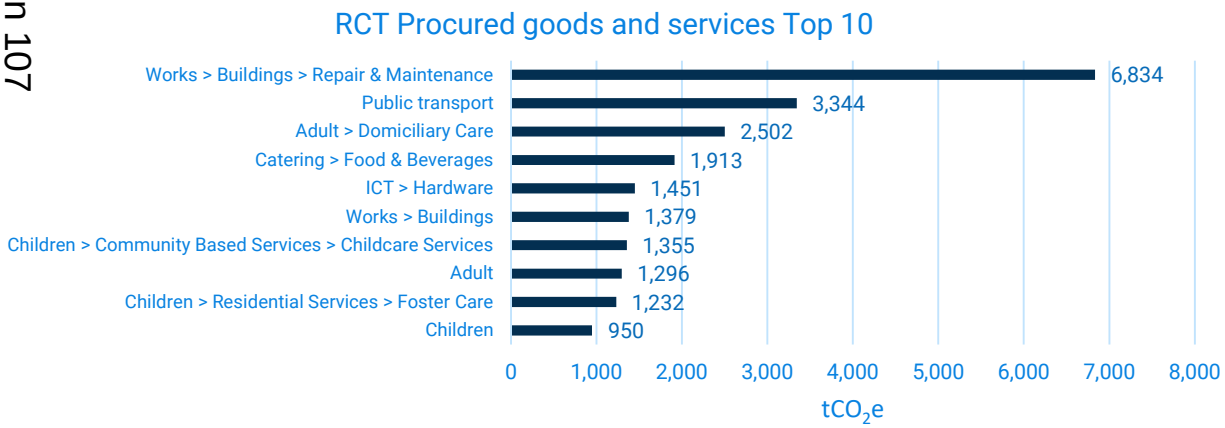
Gas, Electricity and Fleet scope 3 emissions are the "Well-to-Tank" and "Transmission and distribution" emissions from the upstream supply chain.

# Scope 3 emissions breakdown

## Procured goods and services emissions

Emissions from the execution of services outsourced to third parties - RCT's procured goods and services account for **38,016 $tCO_2e$**, representing **36% of the total footprint**, the largest source of emissions across RCT. Below are the top 10 categories found to be the highest emitting sources[1]. The categories are those taken from RCT's internal procurement reporting system (under "category") and not aggregated or re-arranged at this point to draw similar services into new categories e.g. a number of categories relate to childcare support and adult services as seen below (which could be combined).

The highest emitting service was found to be building maintenance and repairs at **6,834 $tCO_2e$**, accounting for 22% of scope 3 emissions from procured goods and services, and 7% of total emissions across the council. This is followed by public transport (home to school and other taxi/coach services) and adult services ("domiciliary care") which together represent a further 19% of procured goods and services emissions (and 6 % of total RCT emissions). In phase 2 of the work with RCT, Carbon Trust will conduct further analysis on RCT procured goods and services emissions to present the data in different ways and to develop a way forward in terms of a supplier engagement approach.




[1]Excluding "unmapped" spend as a defined category.

### Calculation approach

- Emissions have been calculated using EEIO economic proxies. EEIO proxies are a GHG Protocol approved method of calculating Scope 3 emissions and have the advantage of being simple to apply, facilitating manageable effort versus the collection of primary data from suppliers.
- However, emissions that are calculated using EEIO factors will carry a degree of uncertainty due to the nature of EEIO factors being based on benchmarks, as opposed to actual consumption data.
- In future, primary data sources for procured goods and services should be used wherever possible to calculate associated emissions, instead of using expenditure proxies e.g. the council should engage with suppliers to obtain information on scope 1 and 2 emissions.

# Scope 3 emissions

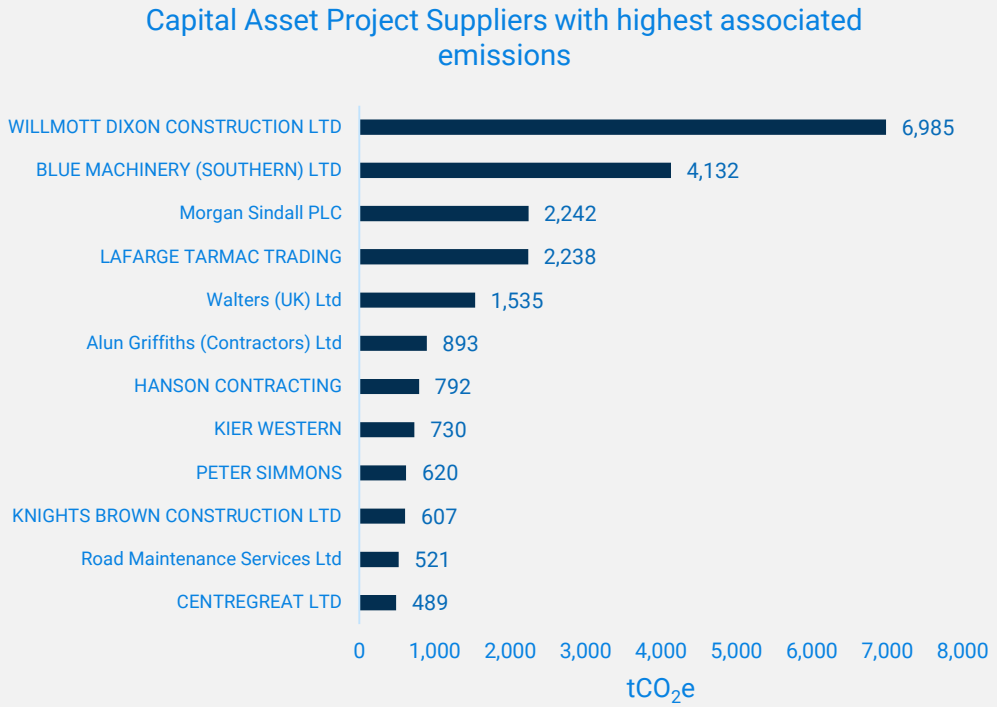
## Capital Assets

Emissions from capital assets have been estimated to account for 28,310 $tCO_2e$ of emissions in 2019/20 which is 27% of the RCT total emissions.

Of those emissions, the top contracts and related projects have been identified to make up 77% of all emissions associated with capital assets.

Emissions from this category were also assessed using the EEIO approach explained on the previous slide. Emission sources were assigned to the capital assets category where they were identified under one of the various "works" classifications (under the procurement classifications provided), or in one case "industrial machinery". These were also cross checked against a sample of supplier activities and confirmed to be based in the construction industry. Additional project level disaggregation has not been possible due to data limitations. i.e. assigning carbon emissions to specific construction project included within the capital asset category. Additional data may allow this however.

The top 12 contracts identified here may inform the basis of second phase of this project, and future work related to supplier engagement to better understand and manage these large sources of emissions e.g. engagement with Wilmott Dixon, Morgan Sindell etc. to obtain enhanced information on their particular construction related emissions and carbon management practices.

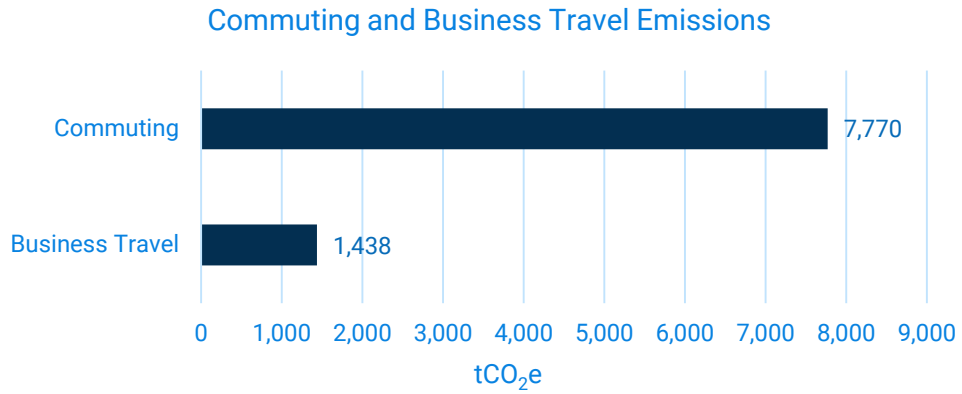


# Scope 3 emissions breakdown

## Business travel and commuting

Scope 3 emissions from RCT employee commuting have been estimated to account for **7,770 $tCO_2e$** which is ~7% of total RCT emissions. This figure is based on estimates derived from the number of employees, a database of journeys and assumptions on travel type and mode split. It has been estimated that RCT's 10,000+ employees cover approximately 39 million miles per year. 64% of these journeys are estimated to occur via car (using a national level assumption[1]) with an average daily commute distance of 22 miles per employee (return).

Scope 3 emissions from RCT business travel account for **1,438 $tCO_2e$** for the FY 19/20, accounting for ~1% of the total footprint. Business mileage claims for RCT were provided and a number of assumptions applied in order to estimate the associated emissions. This included assigning a fuel type split (67% petrol, 27% Diesel, 6% EV with residual emission from motorcycles). Average emission factors were also required due to limited information on the vehicles and engine sizes. In 2019/20 RCT employees claimed 4.1 million journey miles at a cost of £1.42 million to RCT. Anecdotal information provided suggests that flights, taxis, and other transport as well as accommodation are minimal and therefore not included.




[1]https://www.racfoundation.org/assets/rac_foundation/content/downloadables/car-and-the-commute-web-version.pdf

# Scope 3 emissions

## Leased Assets

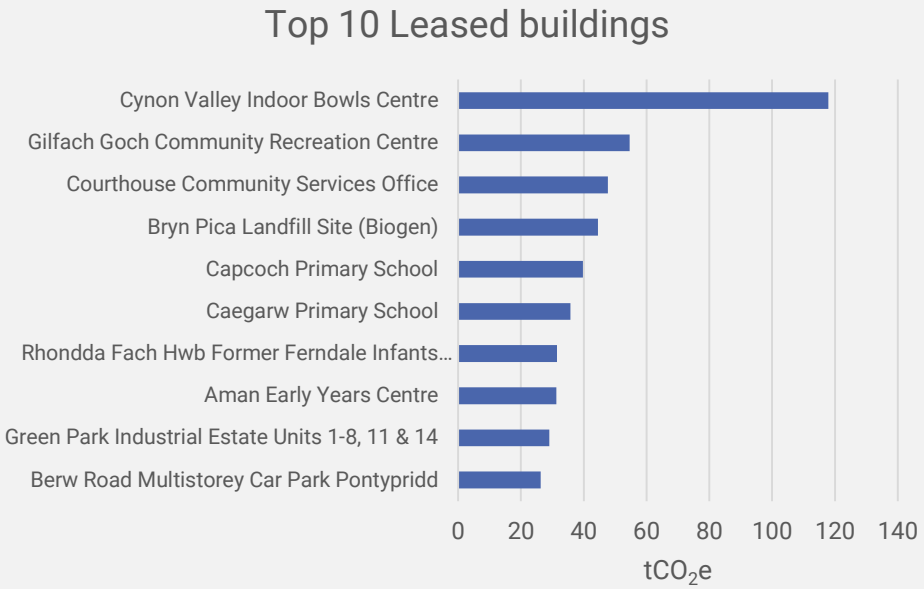
Emissions associated with RCT's 41 leased buildings (upstream and downstream) have been estimated to account for 655 $tCO_2e$ of emissions in 2019/20 which is approximately 0.5% of RCT's total emissions.

Emissions from these sites arise from gas and electricity consumed in buildings that sit under the control of other users (downstream) or where RCT are leasing space from other building owners (for the delivery of RCT services).

The top 10 sites seen on the right represent 70% of total leased asset emissions, with the Cynon Valley Indoor Bowls Centre representing 18% of all leased asset emissions.

In situations where RCT are the landlord (downstream), actual consumption has been primarily provided for the assessment (inc. Cynon Valley Indoor Bowls Centre).

For upstream leased assets, floor areas have mostly been utilised to estimate energy consumption in the absence of actual consumption data. This introduces a greater level of uncertainty into the assessment.



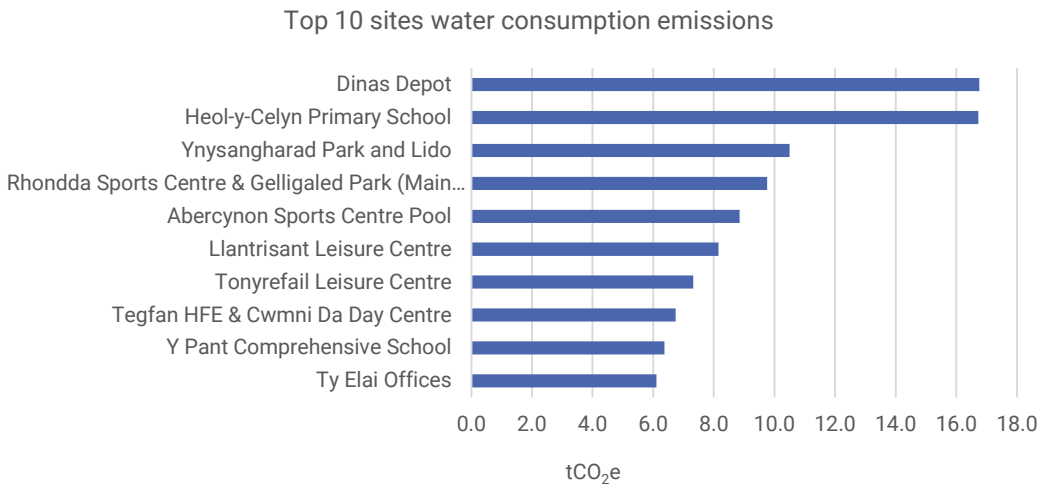

Assumed after clarification with RCT that "Bryn Pica Landfill site (Biogen)" refers to the portion of the Biogen site that has been leased to Biogen and not RCT operations in this instance.

# Scope 3 emissions breakdown

## Water consumption

Emissions associated with water consumption account for **366 $tCO_2e$** which is approximately 0.3% of RCT total emissions. Whilst only a very small amount, it is likely there are still ways in which RCT can enact carbon reduction from the water that is consumed. Emission factors are applied to both the supply and treatment of water. It is assumed that 95% of the water that is supplied is extracted for treatment with the remaining 5% assumed as losses in the system.

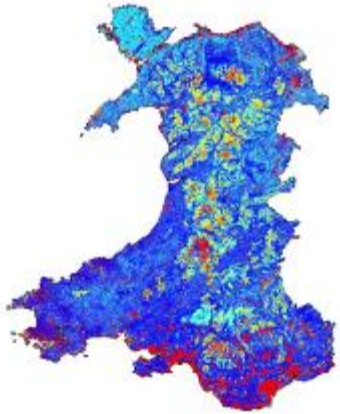
The top 10 water consuming sites can be seen below which present 27% of all water consumption emissions across the 380 sites data was submitted for (an additional 46 sites had consumption recorded as 0). These sites should form the focus of water reduction efforts where possible.




# Land-based emissions and sequestration

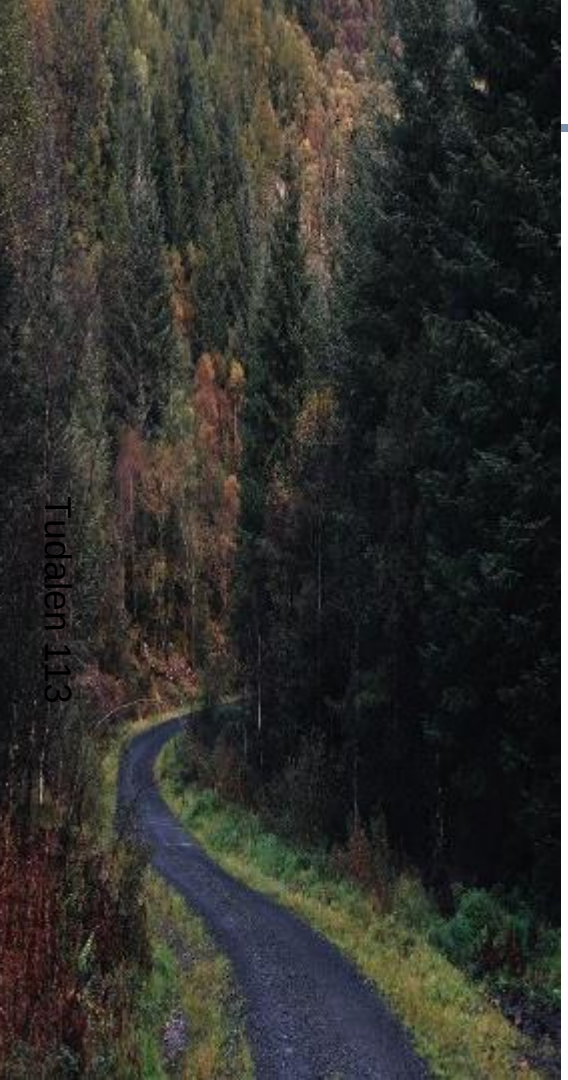


In addition to emissions resulting from the combustion of fuels and other processes, organisations with significant land holdings are also responsible for carbon balances of land areas. An assessment of RCT's land use has not been carried out as part of this project. However, provisional site level information was provided to Carbon Trust in order to advise RCT upon the data requirements that are likely to form part of the pending WG reporting guidelines. A list of **2,355 sites** was provided to Carbon Trust representing approximately **3,355 hectares of land** owned by RCT.



Different habitat types can be net sinks (absorbing atmospheric carbon and storing it in biomass) or net sources (producing additional emissions into the atmosphere) depending on the habitat and the land management practices. There is a growing need for organisations to account for sequestered atmospheric carbon to provide a complete and accurate picture of their GHG impacts. There is also an opportunity for the Welsh Public Sector to proactively manage these resources to maximise their potential for carbon capture and storage. In the first instance **RCT will need to set a boundary** for owned and leased land assets in order to verify the total amount of land relevant for the assessment. The following guidelines should be followed to either **include or exclude land from the assessment**:

- Where RCT owns and manages land areas, **these should be included** within the boundary
- Where RCT leases land to a private organisation or individual but it is still used for delivering public services, **it should be included** within the boundary
- Where RCT leases land from a private organisation or individual, and it is used for delivering public services, **it should be included** within the boundary
- Where RCT leases land to another public sector body, **the organisation responsible for management of the asset should include it** within their boundary (you will need to agree this split with the other organisation)
- Where RCT leases land from another public sector body**, the organisation responsible for management of the asset should include it** within their boundary (you will need to agree this split with the other organisation)
- Where RCT leases land to a private organisation or individual and it is not used for delivering public services, for example tenant farms, it should be **excluded** from the boundary





## Land-based emissions and sequestration

Following the boundary setting exercise the subsequent step will be to conduct an initial scoping assessment. The purpose of this step is to allow organisations with limited or no land areas to opt out of the assessment. The threshold to of total land area to opt out is 10 hectares. Following the boundary assessment, RCT should review the remaining land deemed within scope against this figure. As RCT hold land assets over 3,000 Hectares, it is highly likely that at a minimum, a tier 1 assessment will need to be followed. RCT should be prepare the following information in order to complete the assessment.

**Key information required:**

- Land will need to be categorised into 1 of 6 land types: **Forest land, Cropland, Grassland, Wetlands, Settlements and Other Land**
- **Where the land type has changed category within the last 20 years**, RCT will need to confirm the previous land type. Where it has not changed, this should be left as constant.
- **Soil type** is also needed and should be either classified as **mineral or organic** – where no information is directly available from data held by the organisation on the soil type, this can be estimated from national databases

By preparing the above information, including defining the land in scope through the boundary assessment, RCT will be able to conduct the tier 1 methodology with use of the reporting spreadsheet. Suggested emission factors will be automatically selected where data on the current land type, soil type, previous land type and area (in ha) are provided.

NB. The above only represents a basic method for estimating annual carbon sequestration and emissions from land. Given RCT may have significant land assets in scope, more detailed and specific methodologies are recommended for future reporting. An example of a more specific methodology can be found in the Carbon Positive Report produced by NRW.

# 5. Recommendations and next steps

# Emissions hotpots

Six key sources of emissions have been identified which should be considered priority areas for carbon reduction across RCT services and operation:

**1. Emissions from Procured Goods and Services**

- The emissions associated with the council's procured goods and services account for **36% of the overall footprint** (**38,016 $tCO_2e$**).
- Emissions assigned to this category arise from the ~£135million RCT spend on varies activities in 2019-20.
- 22% of these emissions have been mapped to building related repairs and maintenance services. The services under this category are provided by a wide variety of third party contractors and a range of sub service types. However, a shortlist of suppliers will be drawn out in phase 2 of this work to represent who significant areas of estimated emissions (who may form the basis of future supplier engagement work). Adult, social and child care services make up another significant proportion of emissions in this category and will also be the focus of more detailed analysis in phase 2 of this project.
- One key way which the council can reduce its Scope 3 emissions is through expanding its selection criteria for contractors to include sustainability metrics – for example minimum kilometres driven by Electric Vehicles in delivering the contract, or giving an X% weighting to environmental/social value in tender evaluation scoring.

**2. Emissions from Capital Assets**

- The emissions associated with the council's capital projects account for **27% of the overall footprint** (**28,310 $tCO_2e$**).
- Emissions assigned to this category arise from the ~£75million RCT spend on construction activities in 2019-20 (as categorised from the "works" categories provided by RCT).
- Emissions associated with this category will also form the basis of the second phase of work where Carbon Trust will conduct further analysis on the construction related spend data to pull out specific suppliers for engagement and develop suggestions for better carbon measurement and management of these emissions.
- As detailed on page 29, a number of top suppliers have already been identified and are likely to be the focus of future work.
- Similarly to emissions associated with procured goods and services, by expanding its selection criteria for contractors to include sustainability metrics, RCT should move towards working with construction contractors who are also taking their sustainability journey seriously. They should also be able support RCT with their move towards Net zero by providing better information related to carbon within their construction activities and work with RCT to design and deliver lower carbon buildings and infrastructure.

# Emissions hotpots

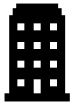
Six key sources of emissions have been identified which should be considered priority areas for carbon reduction across RCT services and operation:

**3. Gas consumption emissions**

- The emissions associated with the council's gas consumption account for **13% of the overall footprint** (**13,590 $tCO_2e$**).
- 34% of gas emissions are associated with consumption at only 12 of RCT sites (of 242 sites) and the top 50 sites, represent 66% of gas consumption emissions.
- As the national grid decarbonises, it is recommended that heat sources are generally electrified where possible (e.g. by the installation of heat pumps). This will help to reduce gas consumption significantly and the emissions associated with heating RCT operated buildings.
- RCT should continue to review all gas systems annually and implement upgrades where energy/carbon savings potential is identified.
- At leisure centres and large schools in particular, RCT should ensure that all equipment is running as efficiently as possible in order to reduce emissions. Examples of measures that can be implemented in order to reduce emissions include the installation of a heat exchanger which recovers waste heat to provide space heating to localised demand needs.

**4. Electricity consumption emissions**

- The emissions associated with the council's electricity consumption account for **8% of the overall footprint** (**7,863 $tCO_2e$**).
- 33% of electricity emissions are associated with consumption at 10 of RCT sites and the top 50 represent 67% of electricity consumption emissions (inc. streetlighting)
- Energy efficient LED lighting should be installed where it hasn't been already, as well as measures such as installing presence detection to reduce electricity consumption.
- Street Lighting has the highest electricity consumption at 11%, this is all now LED's with control regimes in place.
- Offices make up the majority of the highest consuming buildings, for these buildings, internal servers can be a highly consuming source, wherever possible cloud-based systems should be used. LED's and presence detection should also be installed wherever possible.
- For school buildings and leisure centres, lighting and small power should be assessed for areas where electricity consumption could be reduced (LEDs and presence detection installed where not already).
- Solar PV installation save 367 $tCO_2e$ from the generated power used on site and further export an estimated 140 $tCO_2e$ to benefit RCTs Net Emissions impact.



# Emissions hotpots

Six key sources of emissions have been identified which should be considered priority areas for carbon reduction across RCT services and operation:

**5. Commuting emissions**

- The emissions associated with the council's commuting activities account for **7% of the overall footprint** (**7,770 $tCO_2e$**).
- A large number of assumptions was used to determine the above figure therefore the first task for RCT in this area is to conduct a more accurate assessment of commuting emissions in future years.
- Typically this is done through employee surveys to gather information related to the journey type (vehicles) frequency and distance in order to calculate the emissions from primary data rather than through proxies.
- The larger the survey sample size the better although it is likely that extrapolation of data will need to be carried out.
- Once a more accurate figure has been determined then high consumers can be targeted for incentivisation for remote working, car sharing and shift towards lower carbon forms of transport. It is not possible to pinpoint carbon hotpots within commuting with the current data.

**5. Fleet emissions**

- The emissions associated with the council's fleet account for **7% of the overall footprint** (**7,176 $tCO_2e$**).
- Unclassed large vehicles and refuse vehicle's make up 44% of emissions in this category.
- Tipper vehicles, vans and Sweepers make up a further 22% of emission within this category.
- Schools vehicles, cars, minibuses and 4x4s only make up 5% of emission from fleet.
- Carbon Trust understand that work is being conducted by ULEV to produce detailed analysis and recommendations on decarbonising RCTs fleet.
- Whilst larger vehicles and waste collection operations are seen as much harder to decarbonise elements of local authority fleets, there are various emerging examples of ways that councils are making moves to switch to low carbon alternatives utilising biofuel, hydrogen and electrified versions emerging on the market. A number of EV large vehicle and waste collection fleets are emerging which whilst have upfront high costs, show excellent returns over the lifetime with much lower maintenance costs and improved air quality, safety, comfort and user satisfaction levels.

# Natural gas & electricity consumption emissions: Initial recommendations

The total footprint from **natural gas and electricity consumption** across RCT operated sites is **21,453 $tCO_2e$**. These emissions account for approximately 77% of direct operational emissions across RCT (excluding scope 3 emissions). Prioritising carbon reduction measures across operational sites will be key for RCT in the short-term as they work towards reducing operational emissions.



**Energy efficiency**

- More efficient heating and cooling systems
- More efficient lights
- Premium efficiency equipment

**Reduce demand**

- Improved management practices
- Better operational procedures
- Measurement, monitoring and targeting

**Renewable generation**

- Non-fossil fuel sources
- Decentralised energy
- Solar/Bio-Fuel/Wind

**Low carbon generation**

- High efficiency fossil fuels
- Decentralised energy
- Combined Heat and Power, Heat Pumps.

# Next steps – data quality and reporting

**Quality and expansion of footprint data**

- To improve the accuracy of the overall carbon footprint, RCT should aim to enhance the data used for their scope 1, 2 and 3 carbon footprint measurement.
- RCT should ensure that actual consumption data for gas, electricity and water is always available for each building and site. In the absence of consumption data for a number of sites, assumptions can be made using industry benchmarks to calculate overall emissions. However efforts should be made to collect primary data, which will yield more reliable results and reduce uncertainty.
- Obtaining individual vehicle-level data relating to fuel consumption (not just mileage) should also be a priority for RCT moving forward (fleet, business travel and commuting). Keeping up to date records of fuel consumption will help to provide a more reliable indication of those vehicles that are emitting the most emissions, and therefore where efforts to reduce emissions should be prioritised.
- In relation to scope 3 emissions sources, specifically data used to measure emissions from procured goods and services and capital projects, RCT should move away from using expenditure proxies and begin working closely with contracted suppliers to obtain more accurate information on the scope 1 and 2 emissions of specific services. Phase 2 of this work will provide more detail on this.
- RCT should also look to improve the accuracy of first-hand data-sets used to calculate the emissions associated with employee commuting and business travel. The implementation of a staff survey, for example, would help to consolidate key information that could be used for such calculations e.g. mode of transport and distance travelled.
- RCT should may also consider expanding their scope 3 footprint to include emissions from investments in the future.



**Monitoring**

- RCT should aim to complete a carbon footprint at regular intervals (i.e. annually) in order to demonstrate progress in carbon reduction. This will be a requirement of Welsh Government through the “Welsh Public Sector Net Zero Carbon Reporting Guide”. Note that the approach taken in this footprint aligns with the same principles of the guide.
- As RCT becomes increasingly familiar with the process required to complete a carbon footprint, and is able to instil a strong data collection framework, they can begin to look to expand their footprint to cover all emission sources and revisit existing sources to make them more accurate and less reliant on proxies.
- Fundamental to this is establishing clear roles and responsibilities for the different areas of data collection feeding into the footprint – i.e. electricity, gas, business travel, water, waste, leased buildings.
- RCT should use the findings of this footprint report to drive organisational change across the council and reduce overall emissions.
- In addition to monitoring the footprint itself, RCT should continually monitor how national and local plans and policies will affect RCT’s footprint and influence the ability to reach carbon reduction targets. This will help to identify other potential carbon reduction opportunities and ensure that any carbon reduction co-benefits of specific policies can be delivered.

# 6. Appendices

# Appendix 1. Key Data Sources



- Copy of Carbon Trust Report - all spend FY 1920 (after exclusions) – RCT PG&S and capital projects data
- Masterspread subcontract - Amgen data second cut - RCT waste data
- Trade Data _ waste - RCT waste data
- RCTCBC Carbon Footprint Profile - School Vehicles - RCT fleets data
- Copy of Water Consumption 2019 - RCT water data
- Copy of RCTCBC  Energy Carbon Footprint Data Collection Form @ 25th Feb 21 - RCT various data
- Copy of BlueGEN  CHP Gas Data – RCT CHP data
- RCT - All Vehicles – RCT fleet data
- Master spread subcontract - Amgen data first cut – RCT waste data
- Refrigerant Leakage Data 2019-20 –RCT F-gas data
- S Locke_Adresses_12.02.21 – RCT commuting data
- Bunked fuel issues 2019-20.xls - RCT land use data
- All sites-hectares.xls – RCT land use data
- Building energy benchmarks – Chartered Institution of Building Services Engineers (CIBSE)
- Government conversion factors for company reporting of greenhouse gas emissions for the year 2019 – BEIS

# Appendix 2. Excluded emission sources



Scope 3 emissions are emitted by third-party operations and therefore are generally more difficult to monitor, control and reduce. However, there is now increasing appetite to include more scope 3 emissions in footprints to encourage carbon reduction in an organisations' supply chain.

Some emission categories are not relevant to Local Authority operations and have therefore been excluded from this footprint. In future, RCT could consider expanding it's boundary to include emissions from investments. This would require additional data.

| | Emission Source (Scope 3) | Assessment |
|---|---|---|
| **Upstream** | Upstream transportation and distribution | Included elsewhere |
| **Downstream** | Investments | Not measured |
| | Downstream transportation and distribution | None anticipated |
| | Processing of sold products | None anticipated |
| | Use of sold products | None anticipated |
| | End-of-life treatment of sold products | None anticipated |
| | Downstream leased assets | None anticipated |
| | Franchises | None anticipated |

# Appendix 1. Glossary

| Term | Explanation |
|---|---|
| **Activity** | An action that leads to emissions of greenhouse gases. Examples include combustion of fossil fuels for heat, generation of electricity, transport, treatment of waste and wastewater, and industrial processes. Activity data is the measure of how much of this activity is taking place and has a variety of different units e.g. kWh, passenger kilometres, tonnes of waste etc. |
| **BEIS** | Department for Business, Energy & Industrial Strategy |
| **Emission(s)** | In the context of this report emission refers to carbon emission (equivalent) |
| **Heat Pump** | Heat pumps extract free heat from the soil, ambient air, or a body of water. This heat is then transferred for domestic use with the help of an electric compressor |
| **$tCO_2e$** | One ton of carbon dioxide equivalent |
| **WG** | Welsh Government |

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RHONDDA CYNON TAF

**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**CLIMATE CHANGE CABINET STEERING GROUP**

**14 JUNE 2021**

# UPDATE REPORT ON KEY ENERGY GENERATION PROJECTS AND RELATED ISSUES

**REPORT OF THE DIRECTOR OF CORPORATE ESTATES IN DISCUSSION WITH THE CABINET'S CLIMATE CHANGE CHAMPION (COUNCILLOR RHYS LEWIS) AND THE CABINET MEMBER FOR CORPORATE SERVICES.**

**Author(s): David Powell, Director of Corporate Estates and Anthony Roberts, Head of Energy & Carbon Reduction.**

## 1. PURPOSE OF THE REPORT

1.1 The purpose of the report is to provide a further update to the Climate Change Cabinet Steering Group with regards to the work underway on the development of renewable energy projects and certain other Carbon Reduction related issues.

## 2. RECOMMENDATIONS

It is recommended that the Cabinet Steering Group:

2.1 Note the contents of this update report as part of the ongoing work of the Climate Change Cabinet Steering Group.

2.2 Receive a further report on the Whole System Building Research Innovation for Decarbonisation (WBRID) if successful at the next stage.

2.3 Receive further reports in 2021 providing further update on progress.

## 3. REASONS FOR RECOMMENDATIONS

3.1 The contents of this report provide background information and key updates on the current situation with regards to the issues covered by the Climate Change Cabinet Steering Group. It provides an update on the proposals for the Council to build and finance potential solar and wind schemes that will make a significant contribution to the Council achieving its Net Zero Carbon target. It also provides an update on other key strategies and plans to reduce the Council's Carbon impact.

## 4. BACKGROUND

4.1 The Corporate Estates Energy team has previously reported on the ongoing work to investigate the potential of using RCT owned land for the development of major renewable energy projects for both wind and solar generation, with the assistance of the Welsh Government Energy Service (WGES). These are projects which would be primarily developed by the Council and as such would both contribute to the increase in the renewable energy provision and carbon reduction in the area and also make a positive economic contribution to the financial situation of the County Borough which could then be invested in further related improvements or other services for the benefit of citizens.

## 5. UPDATE ON RENEWABLE ENERGY PROJECTS

### 5.1 5MW Solar Farm Installation.

An outline timeline has now been discussed and amended with the assistance of the WGES, and is now with their advisors, under review.
A HV specialist has been appointed to advise on the Private Wire connection to a local facility and also a Geotechnical / Topographical Specialist to explore, examine, analyse and report on the ground conditions at the site. Lawyers have also been appointed to draft heads of terms for the private wire connection.
Due to new enquiries resulting on further capacity constraints at Upper Boat, the National Grid has initiated a capacity enquiry to WPD. If infrastructure improvements are required all applicants will be advised on the status of their applications. This may present a Risk to the project financially but may also unlock capacity that has been held over by other developers. We need to wait until this is completed before making any further substantial investment. We should know the outcome during the Summer of 2021.

### 5.2 Taffs Well Thermal Spring

This project has now merged with the project delivery team for the Ffynnon Taf Primary School. The team will ensure delivery of the new school extension, together with the heat network projects, and the refurbishment of the park pavilion (following recent flood damage).
The final design and all aspects of the heat network installation has been finalised and agreed with Kensa Contracting, who will be installing the operating system.
Contracts are being finalised and all necessary insurances, etc. are being exchanged. The current project programme states that the installation is set to start first Week of July 2021, with completion by February 2022.

The Pavilion refurbishment section is already underway and heat pumps to serve this aspect will be installed as part of the first phase.

### 5.3 The WBRID Challenge

As previously reported, we were recently successful in obtaining a Welsh Government (WG) Whole System Business Research Innovation for Decarbonising (WBRID) grant of £100,000.00. The challenge was advertised on Sell to Wales and submissions received to reduce the carbon footprint at Ty Elai, as a contribution towards our overall Net Zero goal.

If our chosen 'Challenge' is successful at the next stage, there is a potential £500k in further funding available to 'pilot' the chosen solution. This additional funding is subjective to approval from the WBRID Board that would receive, assess, and review our presented proposals.

The final proposal has been identified to design a system that delivers the buildings base load energy provided by an array of Hydrogen fuel cells with a control link combining the energy generated by the buildings solar PV arrays. However, additional financial support (match-funding) may be required and a cost benefit appraisal is currently being considered.

The next WG-WBRID project board interviews are scheduled for 18 June 2021.

### 5.4 1.5MW Wind Turbine

A 1.5MW wind turbine at Nant Y Gwyddon is being developed by Amgen and their development partner 'Infinite'. Infinite already has planning consent for the overall scheme and is ready to proceed subject to legal agreements between themselves, RCT, Amgen and other interested parties.

Legal representatives have now been appointed for all parties, to agree lease terms together with the novation of the grid access agreement.

The aim is to have the turbine in place by spring 2022.

### 5.5 9MW Windfarms

Notwithstanding the barriers to progress, an outline timeline and has now been established, for one of the two proposals at this stage to determine the duration and high level costs of the development phase of the projects. This has been discussed and amended, with the WGES, and the document is now with WGES advisors, under review, along with a cost plan proposal.

Discussions are ongoing with National Resources Wales (NRW) with regards to the possibility of a joint development of larger wind farms on adjacent sites.

A meeting took place between representatives of RCTCBC and NRW on 18 May and whilst several issues were clarified during this discussion, several issues remain unresolved. However, we will continue to work with representatives of NRW in an attempt to

establish a clear view of the options available to us all, and the viability of the partnership options.

### 5.6 3MW Windfarm

Discussions are ongoing with an adjoining developer, with regard to the final size and form that the overall project will take. There are 4 main options that will need to be discussed in detail and then will be presented for further approval, before we are able to proceed to the next stage of the project.

### 5.7 ULEV Project

We are still awaiting the final report from the Welsh Government Energy Service (WGES) - ULEV Team. WGES have clarified, during May 2020, that the reports are still under development, with no expected date given. In the interim, WGES are asking if there any particular issues that we would want to be reflected, and this now needs to be discussed further and agreed with the RCT Fleet team.

### 5.8 Carbon Reduction Programme

Work has now started on delivering the programme for financial year 2021-22. The works include a wide range of proposals including such schemes as New and Extended Solar Energy projects, LED Lighting and Boiler Upgrades, etc. The programme for 2021/22 is valued at over £1.2M and could generate estimated annual savings of 3,112,345 kWh which is the equivalent to circa. 611 tonnes of C02 annual savings.

### 5.9 Carbon Footprint Project

A project to calculate RCT's 2019/20 Carbon Footprint commenced in January 2021 and the first stage of gathering and analysing data across the range of direct RCT activities produced a draft/preliminary Emissions Report in April 2021, giving a comprehensive analysis of the RCT Carbon Footprint for 2019-20.

The second stage, of the overall process, will focus on the wider impact and future pathway recommendations with a final Insight and Recommendations report, due later in June 2021.

It is planned to now implement a Phase 3 reporting stage which will move on to consider our Carbon Footprint for the year 2020-21, and thus reveal the impact of the Global pandemic on our overall activities in this area.

## 6. ASSOCIATED STRATEGIES AND PLANS UPDATE

### 6.1 Climate Change Working Group

The Climate Change Working Group was set up to support the work of the Climate Change Cabinet Steering Group. First meeting was held on 23 March, the second meeting on 12 May, and there is another meeting planned for June (date to be confirmed). Attendance at the Group comprises key officers from across all Service Groups and feedback has been really positive to date.

### 6.2 Electric Vehicle Charging & Transportation Working Group

This group has now had its first two meetings on 23 April and 18 May following the presentation of the 'Electric Vehicle Charging Infrastructure: Driving Change' report at the last meeting. Public consultation via a Web based system has been used to support the work of the group and to receive and collate feedback from members, the general-public and staff. The preliminary report has now been made available to Corporate Estates.

### 6.3 Natures Assets Working Group

The group are addressing Carbon Capture and pulling together data on RCT's peat bogs, wooded areas and grasslands for the purpose of restoration projects. Sequestration projects will have an impact on the council's carbon footprint as well as improving air quality and also assisting with ground water management.

The team are looking at carbon capture opportunities by restoring failing peat bogs and naturalising areas, to also improve ecology and biodiversity. The group are also looking at sequestration opportunities as well as greening our town centres by introducing rain gardens and the more recent Queens Green Canopy initiative.

The inaugural meeting was held on 28 April with the most recent meeting held on 19 May. The next meeting is scheduled for 22 June 2021.

## 7. EQUALITY AND DIVERSITY IMPLICATIONS / SOCIO-ECONOMIC DUTY

7.1 This supporting report is for the purpose of update and consequently an Equality Impact Assessment is not required with regard to this report.

## 8. WELSH LANGUAGE IMPLICATIONS

8.1 This supporting report is for the purpose of update and consequently Welsh Language Impact Assessment is not required with regard to this report, however a copy can be made available in Welsh if requested.

## 9. CONSULTATION / INVOLVEMENT

9.1 There are no consultation requirements at present with regards to this supporting report.

## 10. FINANCIAL IMPLICATION(S)

10.1 All existing 'live' projects are currently funded through relevant cost centres and an existing enabling budget so there are no further financial implications aligned to this interim report.

10.2 As mentioned in para. 5.3 above, additional match funding may be required for the WBRID grant funding and if necessary, a separate report will be produced for this particular project.

## 11. LEGAL IMPLICATIONS *OR* LEGISLATION CONSIDERED

11.1 There are no legal implications aligned to this report

## 12. LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.

12.1 The purpose of the report is to provide an interim update report relating to the work of the Climate Change Cabinet Steering Group with regards to the work underway on the development of key renewable energy projects and certain other related issues. Any future actions that arise as a result of the recommendations of the Climate Change Cabinet Steering Group report will be considered by the Council's Cabinet and it will take full regard to the seven national wellbeing goals.

## 13. CONCLUSION

13.1 This report provides background information and an update on the current situation with regards to the issues covered by the Climate Change Cabinet Steering Group. It provides updates on the proposals for the Council to build and finance potential solar and wind schemes that will make a significant contribution to the Council achieving its Net Zero Carbon target. It also provides key updates on some other associated strategies and plans to reduce the Council's Carbon impact.

***Contact Officers:*** **David Powell 01443 424144 and**
**Anthony Roberts 01443 281146**

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**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**CLIMATE CHANGE CABINET STEERING GROUP**

**14 JUNE 2021**

# UPDATE REPORT ON ELECTRIC VEHICLE CHARGING -STRATEGY & IMPLEMENTATION

**REPORT OF THE DIRECTOR OF CORPORATE ESTATES IN DISCUSSION WITH THE CABINET'S CLIMATE CHANGE CHAMPION (COUNCILLOR RHYS LEWIS) AND THE CABINET MEMBER FOR CORPORATE SERVICES.**

**Author: Anthony Roberts, Head of Energy & Carbon Reduction.**

## 1. PURPOSE OF THE REPORT

1.1 The purpose of the report is to provide an update to the Climate Change Cabinet Steering Group with regards to the work underway on developing a Council Strategy for Electric Vehicle (EV) Charging and how it relates to the wider RCT Council Net Zero and Carbon Reduction commitments.

## 2. RECOMMENDATIONS

It is recommended that the Cabinet Steering Group;

2.1 Note the contents of this Electric Vehicle Charging Strategy update report as part of the ongoing work of the Climate Change Cabinet Steering Group.

2.2 Receive further reports in 2021 providing further update on progress.

## 3. REASONS FOR RECOMMENDATIONS

3.1 The contents of this report provide background information and an update on the progress so far and the development of the Council's Strategy and Implementation Plan for Electric Vehicle Charging.

## 4. BACKGROUND AND UPDATE

4.1 In April 2021 the Electric Vehicle Charging and Transportation Working Group was set up, comprising officers from across all Service Groups, under the leadership of the Corporate Estates Energy and Carbon Reduction Team. This group has now had its first two meetings on 23 April and 18 May.

4.2 The initial task of the group is to research, map our way towards and produce two crucial pieces of work, deemed fundamental to the development of an electric vehicle charging infrastructure within the County Borough.

4.3 The first crucial element is the development of a Strategy to cover the future of Electric Vehicle Charging. This will lay out the aspirations of the Council and set the scene for future development of EV Charging that is under our remit.

4.4 Once the Strategy is completed the group will then move on to development of an Implementation Plan to give a clear road map for all on how to proceed, who to speak to and how proposed works will be planned and implemented.

4.5 At the inaugural meeting, the group were presented with an overview laying out a position statement relating to the current EV Charging infrastructure across RCT, in order to set a baseline from which to move forward. The position statement provided an overview of the current situation in RCT relating to EV Charging infrastructure. The document also highlighted potential funding opportunities and listed procurement frameworks. It also highlighted the research undertaken in the background prior to the meeting and set the scene for the group's work.

4.6 The group were presented with an outline timeline, in the form of a Gantt-chart containing milestones. This laid out the steps necessary to achieve the aims of the group, for both pieces of work.

4.7 The development of the strategy will run in parallel with consultation process allowing time to incorporate the results of the consultation process into the strategy itself.

4.8 The Corporate Policy Team set up a Website to undertake public consultation to support the work of the group, and to receive and collate feedback from members, the general-public and staff. The preliminary report has now been made available and is appended to this update report at Appendix 1.

4.9 As a brief overview, the consultation was conducted in-house using the Council's new consultation and engagement website, Let's Talk RCT. The consultation started on the 19th April and the report data was

extracted on 31st May 2021. In total 325 online survey responses were received, together with 122 poll responses. Also, some 222 places were identified as potential electric car charging points within RCT, via the embedded web tool. It was also uncovered that 80% of respondents to the survey currently own 2 vehicles or less, whilst 55% of respondents have access to their own private off-street parking and 42% only have on-street parking. However, at present, 83% of respondents do not currently own an electric vehicle, nor have one associated with their household.

4.10 An update was also provided to the group relating to EVC matters under the remit of the Cardiff Capital Region's (CCR) City Deal, for which there are several elements. These relate firstly to EV Taxis and the infrastructure to support them, and then secondly to an infrastructure to support EV Charging for the general public within our car parks.

4.11 During the 2020/21 fy, 70 taxis have been purchased across CCR, of which RCT have been allocated 5, and a management company will be appointed by CCR which will inform on how Councils should use these vehicles.

4.12 The CCR are already installing taxi charging points across RCT, with the first having already been installed at Porth Park & Ride and Duke Street carpark, Aberdare. There are plans to install further facilities at Milford carpark, Pontypridd, Talbot Road carpark, Talbot Green in the coming months, with others to follow later in the year.

4.13 The CCR proposal is that 22kw charging points will be installed, during the 2021/22 fy, across 32 sites, mostly within public car parks, but facilities will also be installed at some at leisure centres. A comparison of the feedback received from the public consultation exercise will help inform the final list of locations for EV charging points.

4.14 The group was informed that RCT are looking to take a loose approach to enforcement and no formal Traffic Regulation Orders will be enforced for these bays, during the initial stages of use.

4.15 The group are due to meet again on 15 June and the results of the Consultation Process will be presented to the group for consideration at that time.

## 5. EQUALITY AND DIVERSITY IMPLICATIONS / SOCIO-ECONOMIC DUTY

5.1 An Equality Impact Assessment is not required with regard to this update report.

## 6. WELSH LANGUAGE IMPLICATIONS

6.1 There are no immediate Welsh Language Assessment requirements with regards to this update report.

## 7. CONSULTATION / INVOLVEMENT

7.1 There are no consultation requirements at present with regards to this report.

## 8. FINANCIAL IMPLICATION(S)

8.1 There are no financial implications with regards to this update report.

## 9. LEGAL IMPLICATIONS *OR* LEGISLATION CONSIDERED

9.1 There are no legal implications aligned to this report

## 10. LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.

10.1 The future actions that arise as a result of the future recommendations of the Climate Change Cabinet Steering Group report will be considered by the Council's Cabinet and it will take full regard to the seven national wellbeing goals.

## 11. CONCLUSION

11.1 This report provides an update to the Climate Change Cabinet Steering Group with regards to the work underway on developing a Council Strategy for Electric Vehicle Charging and how it relates to the wider RCT Council Net Zero and Carbon Reduction commitments.

***Contact Officers:*** **Anthony Roberts 01443 281146**

**Appendix 1**

Let's Talk EV – Final Report June 2021 (comprising 4 parts).

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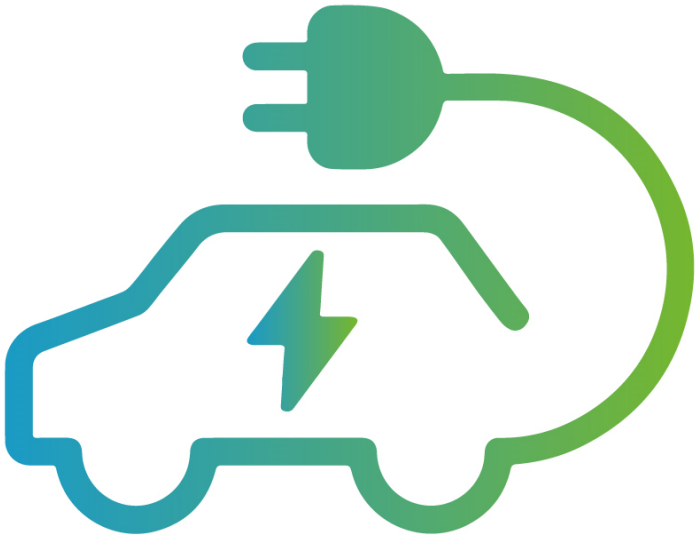
Dewch i siarad RhCT
Let's talk RCT

Electric Vehicle Charging



Consultation on the

# Future Development of Electric Vehicle Charging

**June 2021**

RHONDDA CYNON TAF

# CONTENTS



# FIGURES

## SUMMARY


- This section provides a summary of the main findings from the Let's Talk Electric Vehicle Charging consultation on the future development of electric vehicle charging points across Rhondda Cynon Taf.

- The consultation was conducted in-house using the Council's new consultation and engagement website, Let's Talk RCT. The consultation started on the 19th April and ended on the 31st May 2021.

- In addition to the specific consultation on the future of Electric Vehicle Charging Infrastructure, we have also started to develop **an ongoing Climate Change conversation.** The aim is to work with services and partners to develop appropriate engagement for individual climate change projects based on the detailed action plans that underpin the climate change strategy.

- 325 online survey responses were received.

- 122 poll responses were received.

- 222 places were identified as potential electric car charging points through the pin dropping function on the map.

- 80% of respondents to the survey currently own 2 vehicles or less.

- 55% of respondents have access to their own private off-street parking whilst 42% have access to on street parking only.

- 83% of respondents or someone in their household do not currently own an electric vehicle.

- 56% of those who do not currently own an electric vehicle said they are 'very likely' or 'likely' to consider purchasing one.

- 57% of these respondents said they would intend to purchase an electric vehicle within the next 3 years.

- Of those that said they were 'unlikely' or 'very unlikely' to consider purchasing, the most common reasons were the financial costs of purchasing and charging a vehicle along with a lack of suitable charging facilities either at home or near to their residential area.

- Of the respondents who currently own an electric vehicle, or have someone in their household who owns one, 68% currently use a home charging point.

- 33% of current electric vehicle owners said they charge their vehicle 1-2 times a week.

- 95% of all respondents 'strongly agree' or 'agree' with the statement that a lack of accessible charging points is a barrier to buying an electric vehicle.

- 38% of respondents said the installation of a public electric vehicle charging points near their residential area would 'definitely' increase the likelihood of them owning an electric vehicle.

- Of these respondents, the main themes that emerged in the comments included:

    - Confidence in their ability to charge across the borough
    - Confidence in using a rapid charge compared to a slower one at home
    - Overcomes barrier of not having the ability to charge at home

- 36% of respondents said the installation of public charging points would 'possibly' or 'maybe' increase the likelihood of them purchasing an electric vehicle.

- Of these respondents, the main themes that emerged in their comments included:
    - Secure location
    - Convenient and easy to use
    - Affordable costs to charge

- 26% of respondents said the installation of public charging points would 'not likely' or 'not at all' increase the likelihood of owning an electric vehicle.

- The comments from these respondents contained the following themes:
    - Prefer to charge at home

  - Costs are too high for vehicles
  - Already own an electric vehicle

- When asked how far they were willing to travel to use a charge point on a regular basis, 34% said 'outside my home', 22% said 'In my street' and 21% said 'Under 5 minute walk.'

- 36% of respondents said they would be happy to charge a vehicle in a remote hub / location. 38% of respondents said they would not be happy to do so.

- Of those that said, 'yes' the main reasons can be summarised as follows:
  - As long as site was secure
  - Providing site was near to amenities to use whilst charging

- Of those that said 'no' the main reasons for their answer can be summarised as follows:
  - Personal safety concerns using a remote location
  - Concerns about security of vehicle at location

- 77% of respondents said they think a 25% premium is an acceptable charge for a publicly accessible point compared to home costs.

- Overall, over 300 people took part in the engagement via the consultation survey, with 421 people engaged directly in the engagement on the Let's Talk Electric Vehicle engagement tool. 525 people were informed (viewed documents and multiple pages) and 1,184 were aware of the project (visited the site).

# 1. INTRODUCTION

1.1 This report presents the findings of the Let's Talk Electric Vehicle Charging consultation on the future development of electric vehicle charging points across Rhondda Cynon Taf.

1.2 Section 2 outlines some brief background to the consultation process.

1.3 Section 3 details the methodology.

1.4 Section 4 provides the results of the online questionnaire, ideas tool and quick polls.

# 2. BACKGROUND

2.1 In January 2020 the Climate Change Cabinet Steering Group received a report on 'Transportation – How Do We Reduce Our Carbon Emissions' which provided an update on the situation regarding carbon emissions and transport and also identified the steps that could be taken to reduce such emissions.

2.2 Within the report it was identified that transport accounts for 14% of Wales' carbon emissions and in order to make the sector more resilient, efficient and low carbon in a cost-effective way the report discussed many topics such as; an integrated metro, active travel enhancements, electric vehicles and the charging infrastructure, home to school transport, land use planning, technology, car parking strategies, congestions charging or workplace car park charging and taxation. Furthermore, in November 2020, the UK Government announced the end of the sale of new petrol and diesel cars by 2030.

2.3 Whilst the use of electric vehicles is increasing year on year we need to assess the future demand for an EV charging infrastructure in RCT. Future projections indicate that approx. 8,000 EV's will be owned by residents in RCT by 2030. Whilst this is a relatively small proportion of the vehicles within RCT, they clearly need to be supported with a suitable charging infrastructure.

2.4 We need to determine the best location and type of charging points across the County Borough. As part of the report presented to the Climate Change Cabinet Steering Group in March 2021 'Electric Vehicle Charging Infrastructure: Driving Change' it outlines that In early 2018, there were 145 Ultra Low Emission Vehicles (ULEV) registered in Rhondda Cynon Taf, compared with 3,275 in Wales and 157,304 in the UK. Across the UK, demand is predicted to rise rapidly with one million ULEVs projected by the early 2020s and as many as nine million by 2030. If realised, and if growth in ULEV ownership continues to rise in RCT at a similar rate to the UK, there could be over 900 ULEVs in RCT by the early 2020s and over 8,000 by 2030.

2.5 Whilst the use of electric vehicles is increasing year on year we need to assess the future demand for an EV charging infrastructure in RCT. Future projections indicate that approx. 8,000 EV's will be owned by residents in RCT by 2030. Whilst this is a relatively small proportion of the vehicles within RCT, they clearly need to be supported with a suitable charging infrastructure.

2.6 As a result of the research above and the Council's development of an EV Charging and Infrastructure Strategy, this consultation was undertaken in order to obtain the views of potential EV users in RCT to help gauge potential take-up now and in the future.

## 3. METHODOLOGY

**Key actions included:**

3.1 The use of an online consultation tool called "Let's Talk RCT". The site hosted the key consultation documents. Methods of engagement on the site include an online survey, short polls, the ability to map localised comments and a stories box (where users are invited to provide comment and can attach images or documents)

3.2 The online tools and information were promoted through all social media channels, print media and the Council's corporate website. A number of emails were sent to a range of stakeholders, including, environmental groups, the Council's Citizen's Panel, Older Persons Forums, Councillors, MPs, MSs, community hubs, Welsh language groups and other local Authorities.

3.3 The Council's social media team regularly posted in conjunction with the wider 'Climate Change Strategy' consultation to promote the site and consultation tools available.

3.4 Overall, over 300 people took part in the engagement via the consultation survey, with 421 people engaged directly in the engagement on the Let's Talk Electric Vehicle engagement tool. 525 people were informed (viewed documents and multiple pages) and 1,184 were aware of the project (visited the site).

# 4 Key Findings

4.1 The following section outlines the results from the questionnaire, which received 325 responses. A selection of comments are provided and the full list of comments will be provided to Cabinet Member and senior officers to assist with decision making.

4.2 Respondents were asked how many cars or vans are currently used by members of their household.

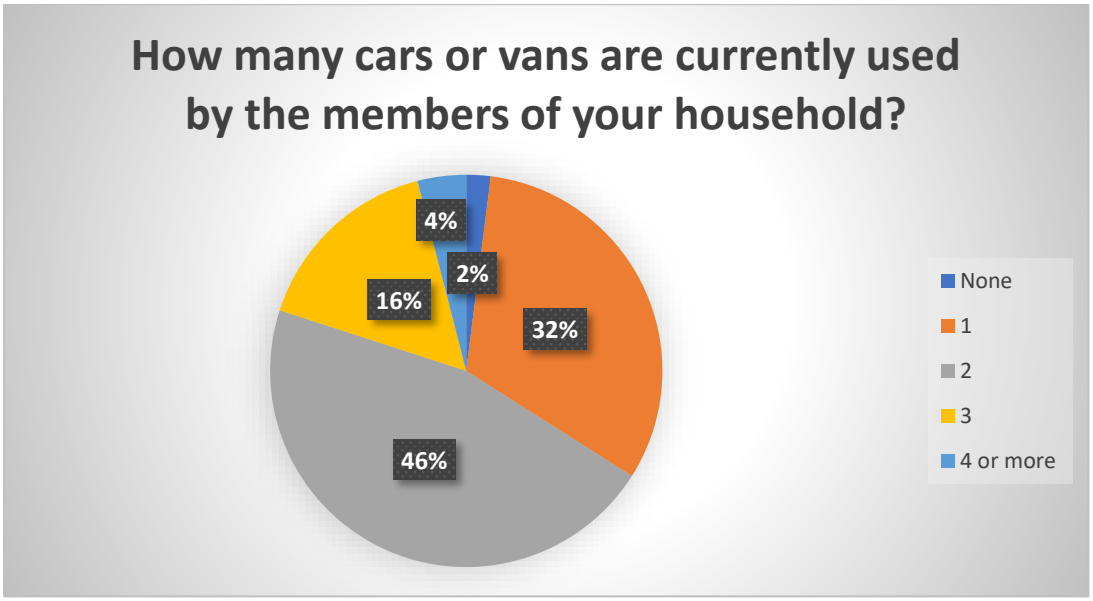



***Figure 1 – How many cars or vans are currently used by the members of your household***

4.3 The majority of respondents (78%) selected they have either 1 or 2 cars or vans currently.

4.4 Respondents were also asked to identify the type of parking facilities that are currently available within their local residential area.

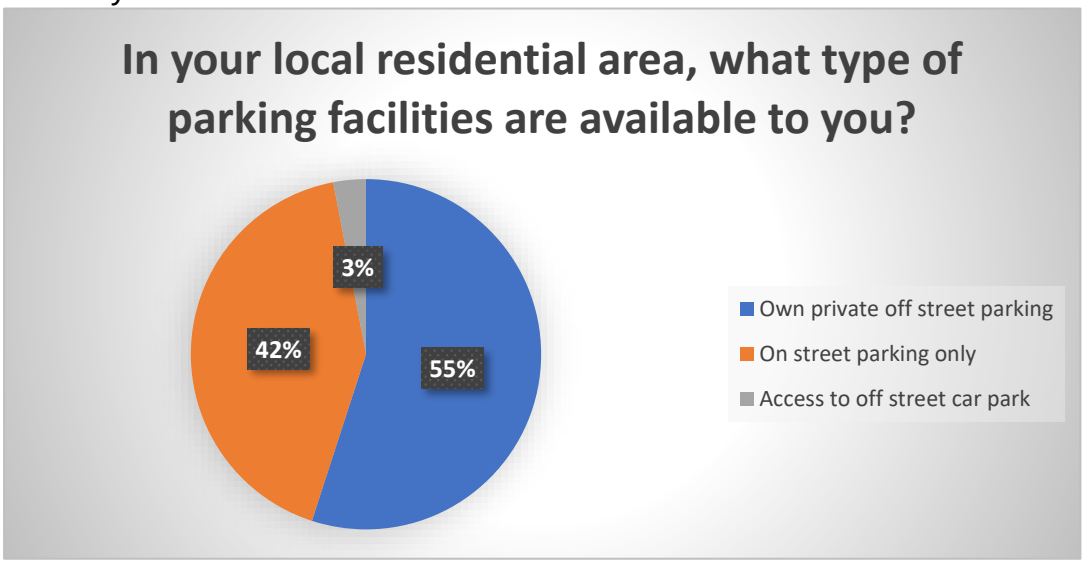



***Figure 2 – What type of parking facilities are available to you?***

55% of respondents selected that they have access to their own private off-street parking whilst 43% said they only have access to on street parking.

4.5 Respondents were asked whether they or someone in their household currently own an EV. The majority of respondents (84%) said 'no' with the remaining 16% of participants selecting 'yes'.

Of those who said 'no', they were then asked, 'how likely are you to consider purchasing an Electric Vehicle'?

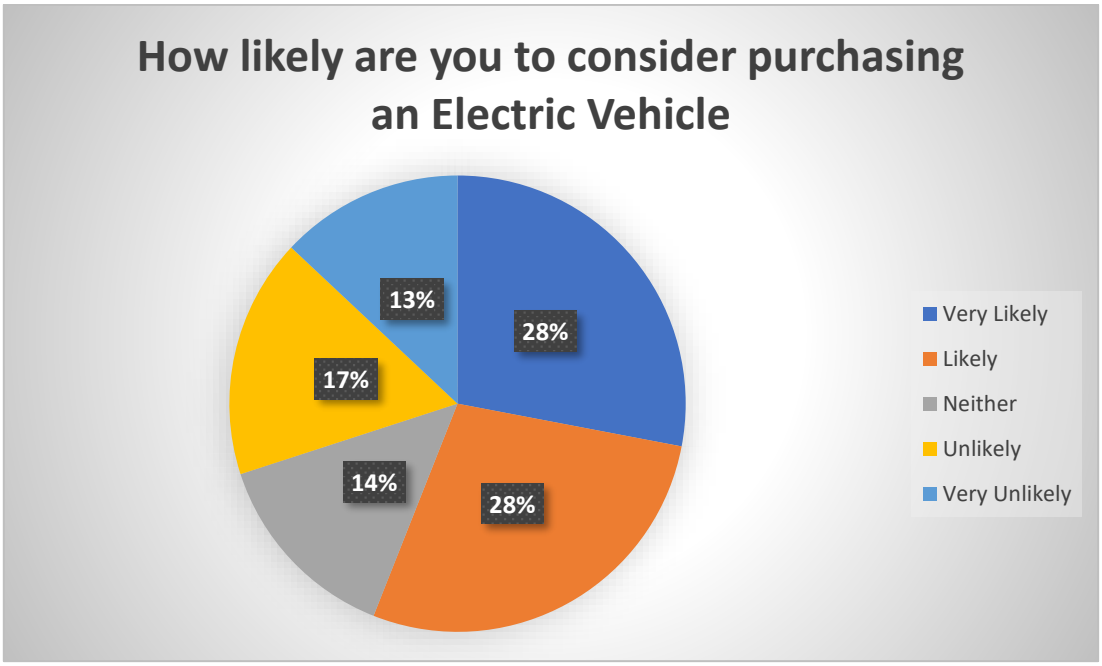



***Figure 3 – How likely are you to consider purchasing an EV?***

4.6 Over 50% of respondents selected either 'Very likely' or 'likely' that they would consider purchasing an Electric Vehicle.

4.7 Of those that said they would be 'unlikely' or 'very unlikely' to consider purchasing an EV, they were asked to provide any comments for their answer. The common themes that emerged in these comments were the **financial costs** of purchasing and owning an electric vehicle and the **lack of suitable charging points** near to their homes was also felt to be a barrier.

Some comments included:

*"The cost of the vehicle."*

*"They are expensive and only really allow shortish journeys at present and they take too long to charge."*

*"I can only park on the road by where I live and its highly unlikely I will ever get a space outside my house. How on earth will it be possible to run a cable from my house over a public pavement to charge a car I could never afford."*

*"No place to charge it, cannot guarantee parking outside the house."*

*"Live in a terrace as do most of the valleys residents, how are we meant to charge cars at home?"*

4.8 Of those who selected they were 'Very Likely' or 'Likely' to purchase an electric vehicle, they were asked to identify when they intend to purchase.

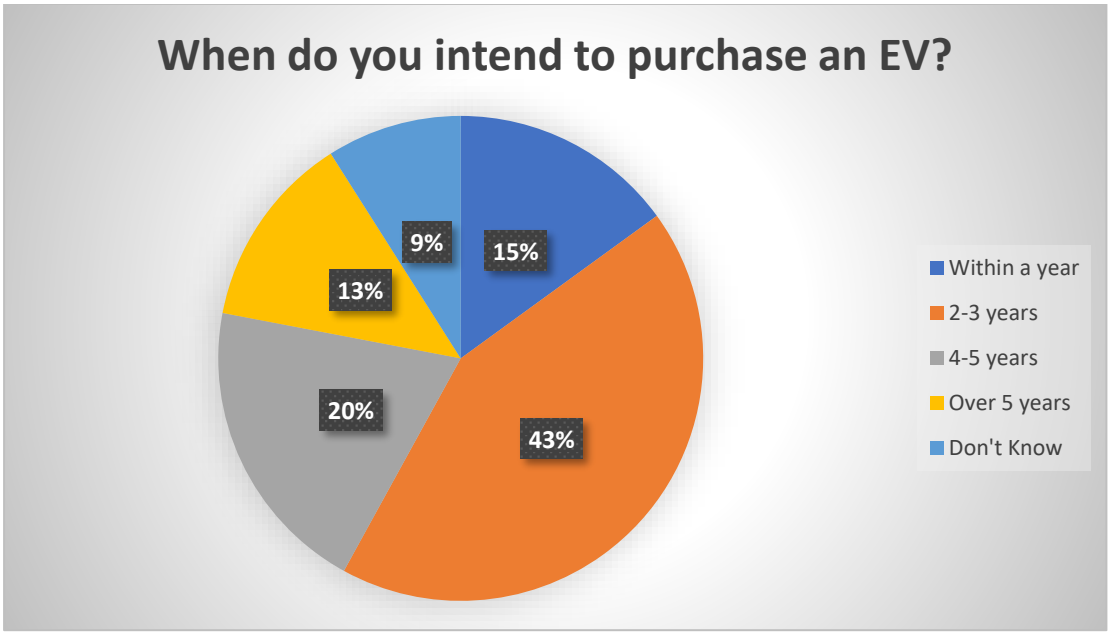



***Figure 4 – When do you intend to purchase an EV?***

The results show that over half of respondents intend to purchase an electric vehicle within 3 years.

4.9 Respondents who identified they, or someone in their household, currently own an electric vehicle were asked where they currently charge the vehicle.

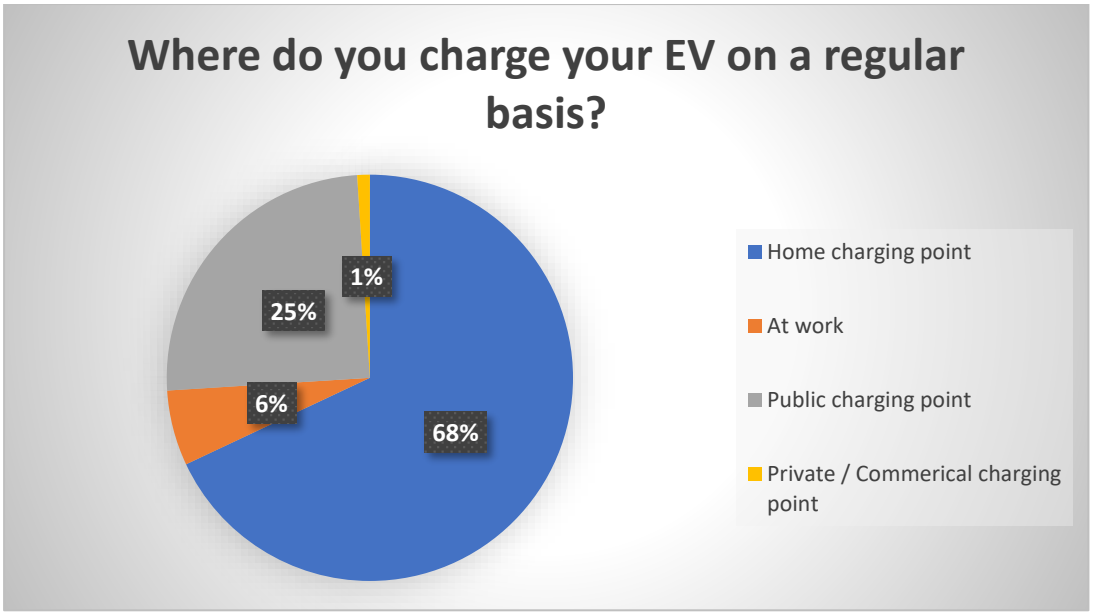



***Figure 5 – Where do you charge your EV on a regular basis?***

68% of respondents said that they currently use a home charging point to charge their electric vehicle on a regular basis with 25% regularly using a public charging point.

4.10 Current owners of electric vehicles were also asked how often they use a charge point in a usual week. 33% of respondents selected 1-2 times a week with the same number (33%) selecting 3-4 times a week.

4.11 All respondents were asked to what extent they agreed with the following statement, 'A lack of accessible charging points is often quoted as a barrier to buying an electric vehicle.'

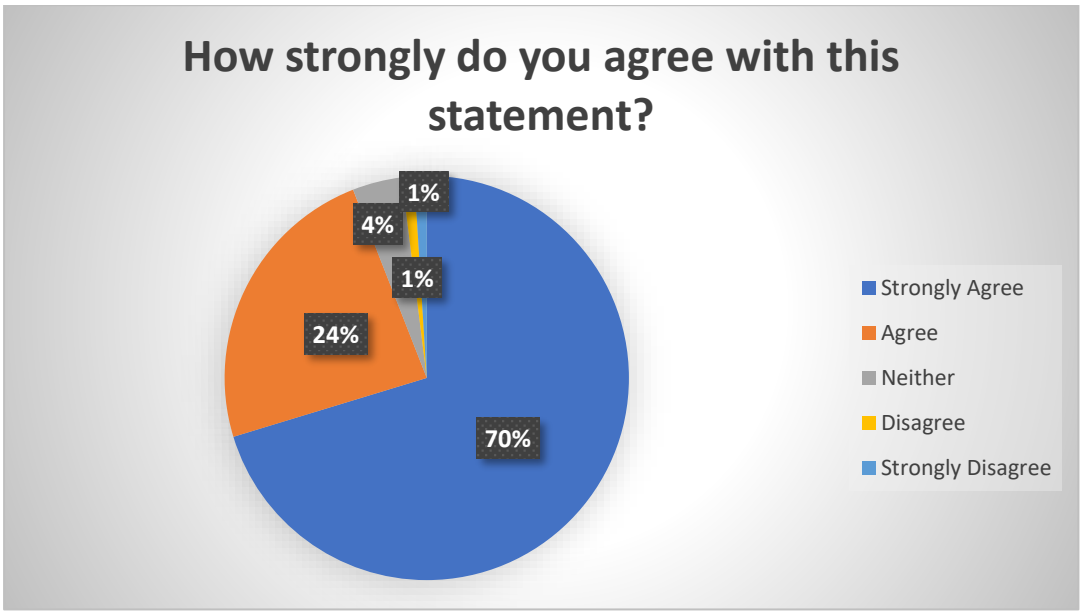



***Figure 6- Barrier to buying an EV -Agreement levels***

The majority of respondents selected that they either 'Strongly Agree' (70%) or 'Agree' (24%) with this statement.

4.12 Respondents were asked 'Would the installation of a public EV charging point near your residential area increase likelihood of you owning an EV?'. The results show that over half of respondents said either 'Definitely' (38%) or 'Maybe' (22%).

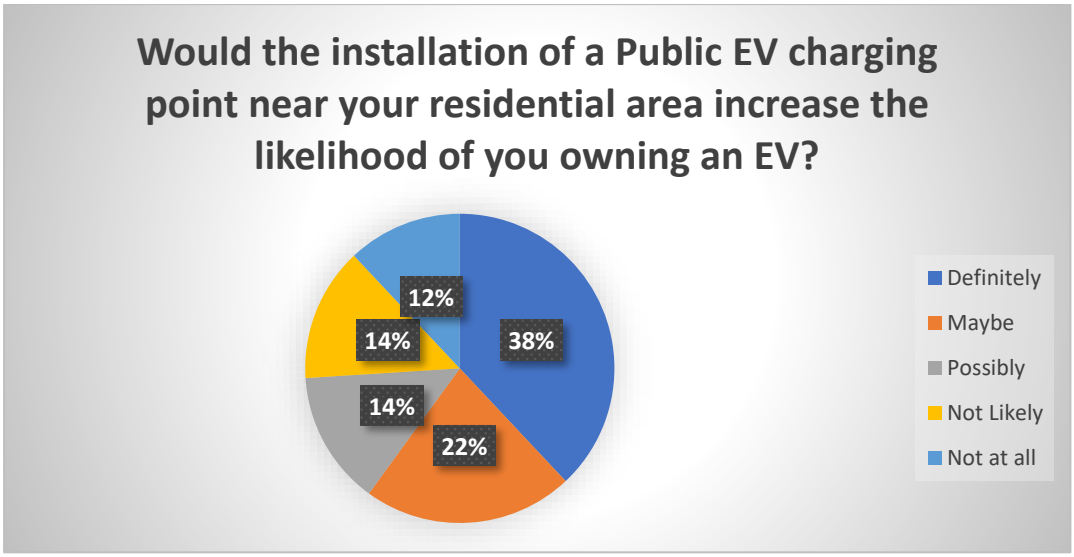



***Figure 7 – Publicly accessible charging point increasing likelihood of owning EV.***

Respondents were asked to provide comments in relation to their chosen answer.

4.13 Of those that selected 'Definitely' the common themes included respondents indicating that public charging points would help give them confidence in a network readily available for charging and allow them to undertake the journeys required. The convenience of having access to rapid charge points also emerged as a reason. Comments highlighted that home charging can be slower and therefore having access to rapid publicly available charge points would increase the likelihood of purchasing an electric vehicle. Finally, respondents who selected this option commented on the ability to overcome a barrier to not having a suitable place to charge a vehicle at home due to on street parking or terraced houses.

Some Comments include:

**<u>Confidence in ability to charge across borough</u>**

*"Confidence and convenience in ability to easily access EV charge point."*

*"Currently there are no charging points that I know of locally, therefore that would put me off currently, but if there were convenient charging points locally then of course I would be more inclined to purchase one."*

*"Without the infrastructure people will not want to adopt EV, people want convenience."*

**Convenience of a rapid charge. Home charging takes longer**

*"It allows for more flexibility. I can use my own charging point overnight but if I need a quick charge, a public point is better."*

*"I currently charge through the 'granny' cable, which takes all night, a public EVCP that was a fast or rapid charger would make charging much more convenient."*

*"I used to have a plug-in hybrid car and despite having a garage at my terraced property the wiring there wasn't strong enough to support ev charging. This meant running cables to charge on the street which was not particularly practical or safe. A nearby fast charger would have been ideal."*

**Overcomes barrier of not being able to charge at home**

*"Without public charging points it is impossible for us to own one as we cannot charge one from our house."*

*"I can't park outside my home so a local charge point might work."*

*"People who have no off-road parking need a solution to charge."*

*"The ability to conveniently and reliably recharge an electric vehicle is essential and at present I do not have this facility at home."*

4.14 Of those that selected 'Possibly' or 'Maybe' the main themes emerging in the comments included the requirement for charging points to be easily accessible and in locations that were near to homes and/or work. The cost of charging / owning an electric vehicle also became a theme in the comments.

**Location- needs to be accessible and easy to use**

*"It would depend on how accessible it was, how near my home it was and also how secure it would be."*

*"Locality of charging point to home/work office would influence the decision to buy an EV. If charging point was accessible daily and within close proximity to my home/work (end of street/office car park) the answer would change to definitely."*

*"It would need to be readily accessible and reliable before I would commit to buying an EV."*

*"It would still need to be in a place where I am guaranteed to be able to charge my car when I need to."*

**Cost – affordable**

*"It's still the cost to purchase these vehicles as the main barrier."*

*"I'd be interested to know how a public EV charging point would work and how it would be charged (cost wise) compared to the cost of charging from your home."*

*"The Price of EV cars are still quite High."*

*"Depends on location and the cost of the vehicle."*

4.15 Of those that selected 'Not likely / Not at all' the comments highlighted a preference to charge at home rather than at a public point. The financial costs involved in purchasing and owning an electric vehicle were also given as a reason. Some respondents who selected this option did so because they already currently own an electric vehicle and/or have access to their own charging point at home and therefore indicated a public charging point would have no implication on their decision to continue using electric vehicles.

**Prefer to charge at home**

*"I need my own charging point at home to guarantee I can charge my vehicle, public points near my home may all be in use and i am left unable to charge. Living in a mid-terrace home as most do in this area means electric cars are not the future."*

*"I would rather install a charging point at home and use that one."*

*"I would want a charging point outside my home."*

*"I would want my own private charger at home."*

**Cost of cars initially too high**

*"The cars are too expensive to buy."*

*"Can't afford a new car. I buy second hand cars....which obviously don't have EV. Plus, I believe this will the case for a high percentage of people in RCT."*

*"The cars are too expensive, and charging will take longer than filling up with petrol, so I would imagine the charging points will be busy all the time. a massive amount of investment needs to be put in place."*

**Already own EV / have own charging point**

*"I have my own driveway so will install a home EV charger."*

*"As I already own an EV I'm also lucky enough to have a home charger."*

*"I plan to have my own wall charger."*

*"I have off street parking so would not need to use a public charge point - others who don't have a driveway would though."*

4.16 Respondents were asked to tell us how far they would be willing to travel to use a charge point on a regular basis. 34% of respondents said 'outside my home' and 22% said 'In my street'.

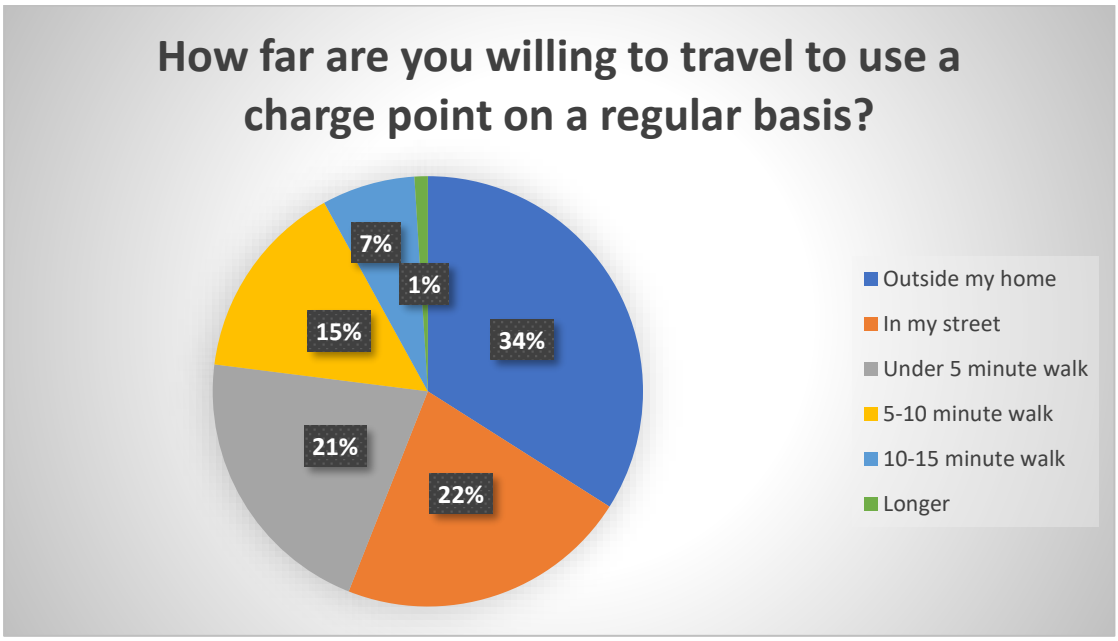



***Figure 8 – How far are you willing to travel to use a charge point?***

4.17 We also asked respondents whether they would be happy to charge a vehicle at a remote hub / location. The results are largely split with 36% saying 'yes' and 38% saying 'no'.

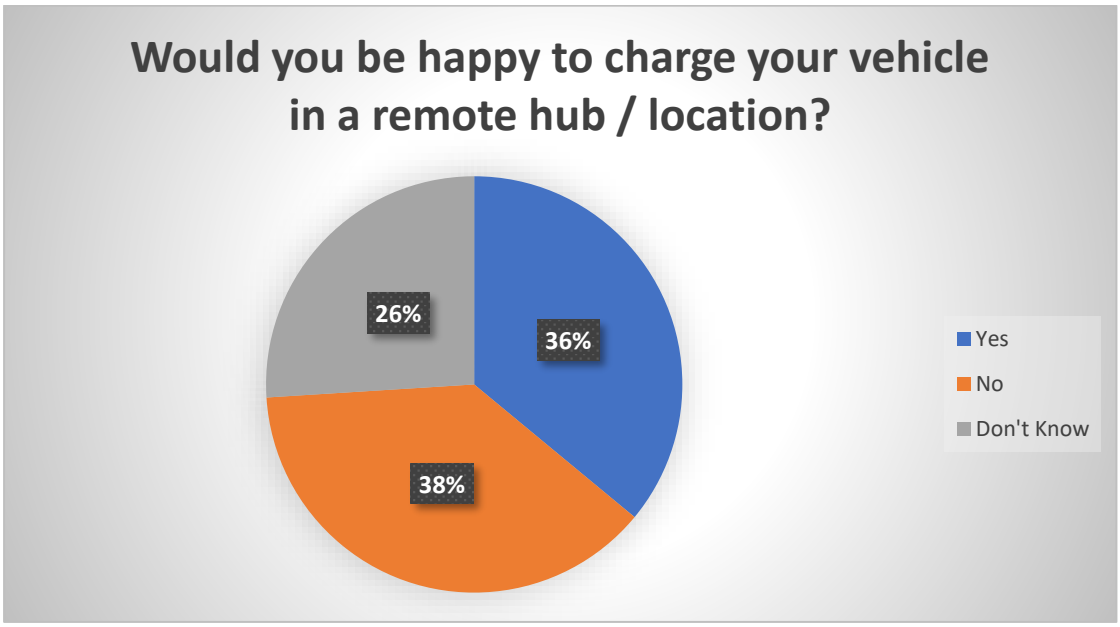



***Figure 9 – Would you be happy to charge your vehicle in a remote hub?***

4.18 Following this question, respondents were asked to provide further comment as to why they would or would not be happy to charge a vehicle at a remote location.

The following themes emerged in the comments.

**Security of location**

The personal safety of individuals using the charging points was one of the main themes that emerged. For those that selected 'yes' they would be happy to charge at a remote location, security still remained a high concern and one of the motivating factors for using a publicly accessible charge point.

Some comments included:

*"Depending on where it was and if I was comfortable with it I would do it."*

*"So long as it was adequately secure."*

*"As long as the site is secure and within a short walking distance to my home."*

*"If the site was secure and safe, then I would be comfortable leaving my vehicle to charge."*

**Near to amenities**

A second theme that emerged from the comments of those that selected 'yes' showed a preference for the location of chargers to be near to places they may already be travelling to e.g. retail parks and places of work.

Some comments included:

*"If there are amenities nearby I can use these while the car charges."*

*"If it was at my place of work. Otherwise would prefer to charge at home. Reasons are related to convenience and time it would take to charge vehicle."*

*"If I could charge up the vehicle while in work, this would be useful."*

*"If en route on a regular journey, or town I shop in."*

*"If this hub was somewhere near to where I live or was visiting for another purpose such as shopping etc."*

**Personal safety / Vehicle damage at location**

Of those that selected 'No' the main theme that emerged in the comments surrounded the personal safety of users accessing remote charging hubs alongside concerns regarding security of the vehicle whilst at a hub.

Some comments included:

*"Possibly an isolated area, so would feel vulnerable when alone."*

*"Concerns regarding theft, having to wait in the vehicle and personal safety if too remote."*

*"Safety and inconvenience."*

*"Risk of being broken into. Also if charging overnight and it was needed getting to the car in the dark to these locations would be an issue."*

*"Only if the location was secure or had some sort of cctv."*

*"Car theft, damage to car and no way to get from home to and from that remote location. Consider disabled drivers and their ability to do this."*

4.19 Publicly accessible charging points have increased costs compared to the costs to charge an EV at home. For example, the cost at home is around 13p/KWh, 50% more would mean this is 26p/KWh at a public point.

Respondents were asked 'What is the acceptable charge for publicly accessibly point compared to home costs?'. The results show that the majority of respondents (77%) would be prepared to pay a 25% premium to use a publicly accessible point.

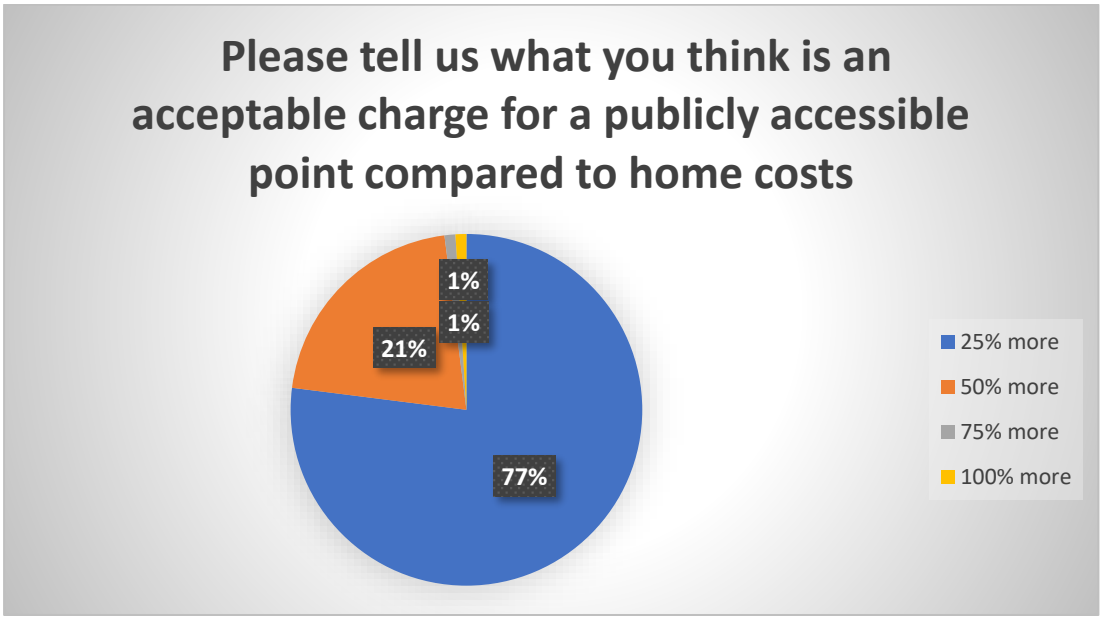



***Figure 10 – Acceptable charge for a publicly accessible point***

## Quick Polls

4.18 2 web polls were set up within the Let's Talk Electric Vehicles project, as shown in figure 11 below;

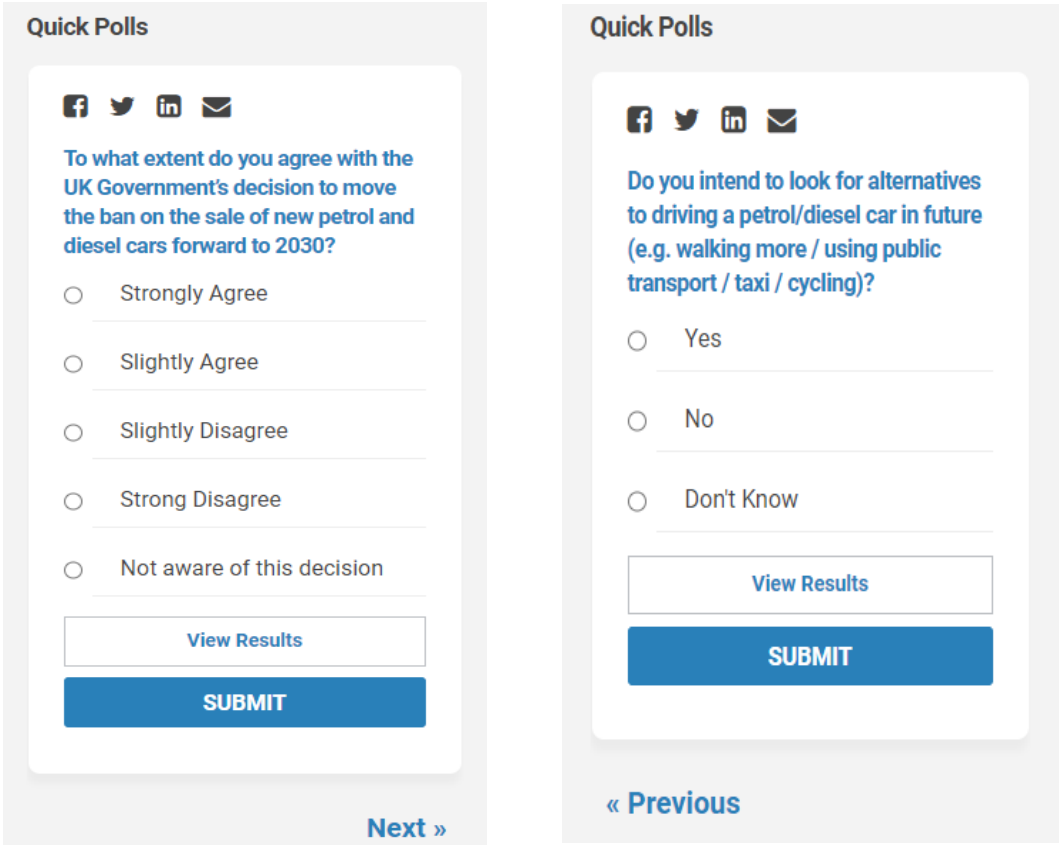



***Figure 11 – Quick Polls***

4.19 Quick poll 1 asked "To what extent do you agree with the UK Government's decision to move the ban on the sale of new petrol and diesel cars forward to 2030?" 97 people took part in this poll.

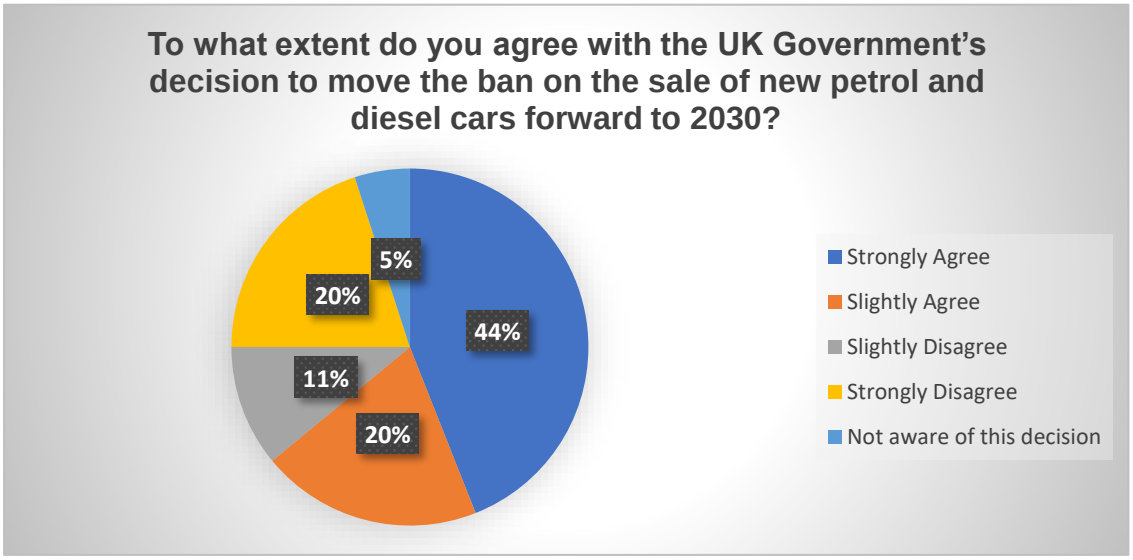


***Figure 12 – Agreement with decision to bring forward ban on sale of new petrol /diesel cars.***

Over 60% of respondents either strongly agreed or slightly agreed with the decision made by UK Government to bring forward the ban on the sale of new petrol and diesel cars.

4.20 Quick Poll 2 asked "Do you intend to look for alternatives to driving a petrol/diesel car in the future (e.g. walking more / using public transport / taxi / cycling)?" 25 people took part in this poll.

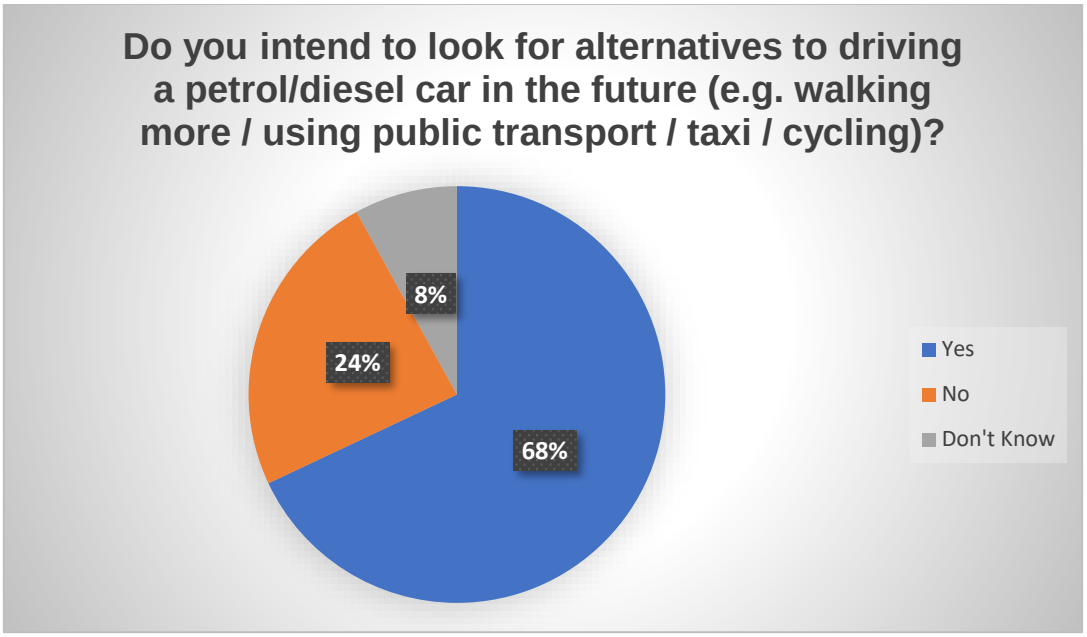



***Figure 13 – Intentions to look for alternatives to driving a petrol / diesel car***

68% of people said 'yes' they intend to look for alternatives to driving a petrol/diesel car in the future.

**Places (Map tool)**

4.21 An interactive map was available as part of the Let's Talk site. Users were asked to use the map to navigate around areas in RCT and 'drop pins' in public locations they felt would be suitable for an EV charging point. Users were able to leave comments explaining why they chose that location should they feel necessary.

A total of 222 individual pins were dropped during the course of the consultation. These varied in location across the borough although a high number were concentrated in the Pontypridd / Taf area. As can be seen below, 131 pins were dropped in the area surrounding Pontypridd, Llantrisant, Llanharry and Church Village.

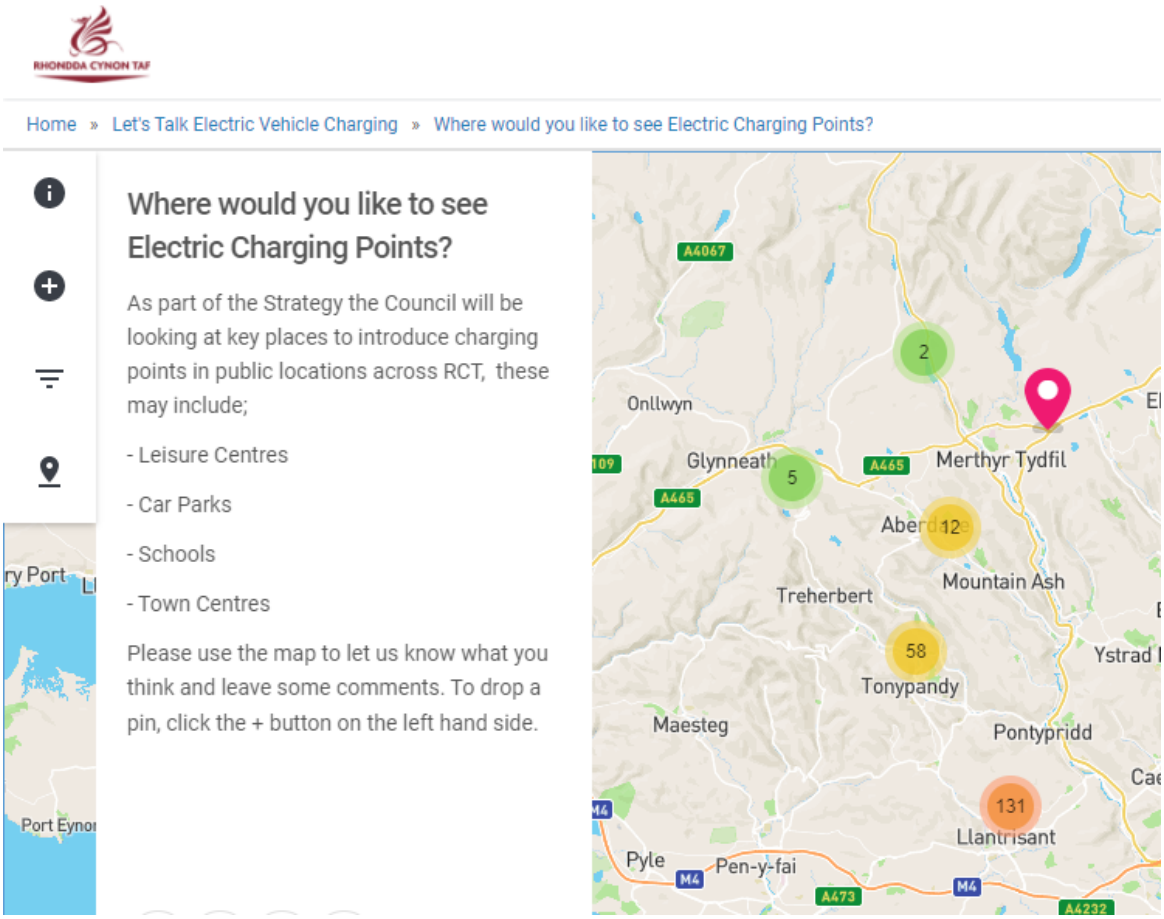



***Figure 14 – Map: Where would you like to see electric charging points?***

Popular locations selected include retail parks such as Talbot Green and Pontypridd Town Centre with comments indicating charging points here would be utilised whilst shopping / eating out.

Other popular locations were near railway stations and leisure areas used for recreational exercise.

The following maps show locations at a high level for illustrative purposes.

**A full list of all locations identified and suggested reasons is attached at Appendix 1.**

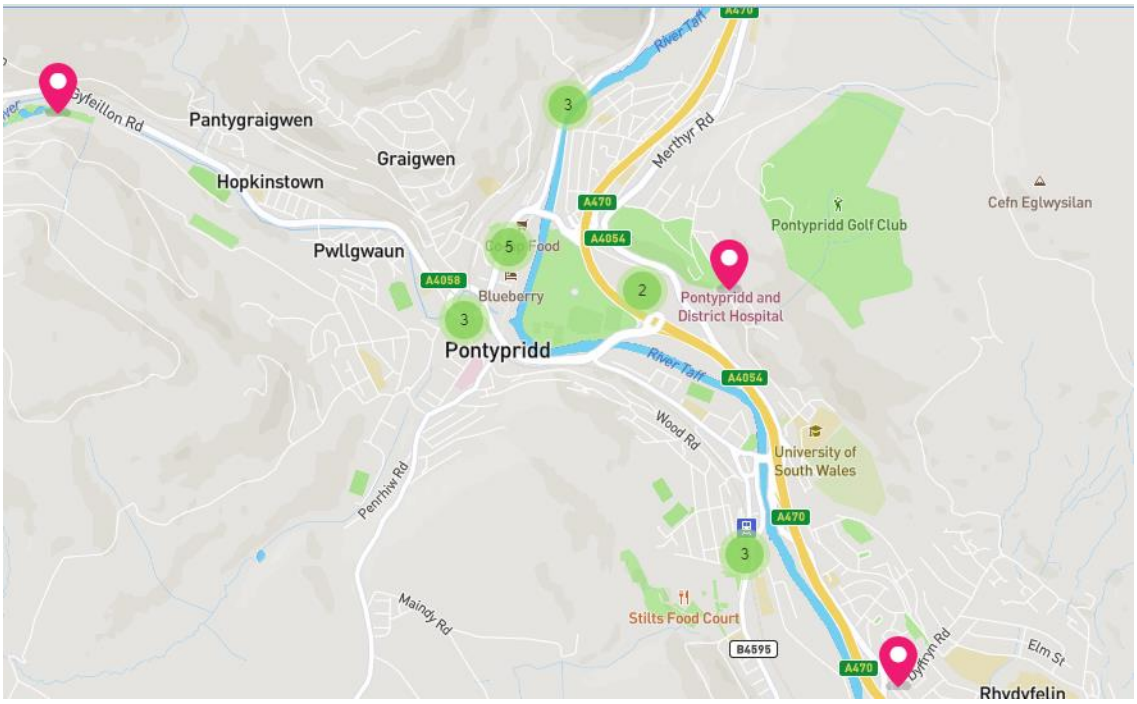



***Figure 15 – Locations identified in Pontypridd area***

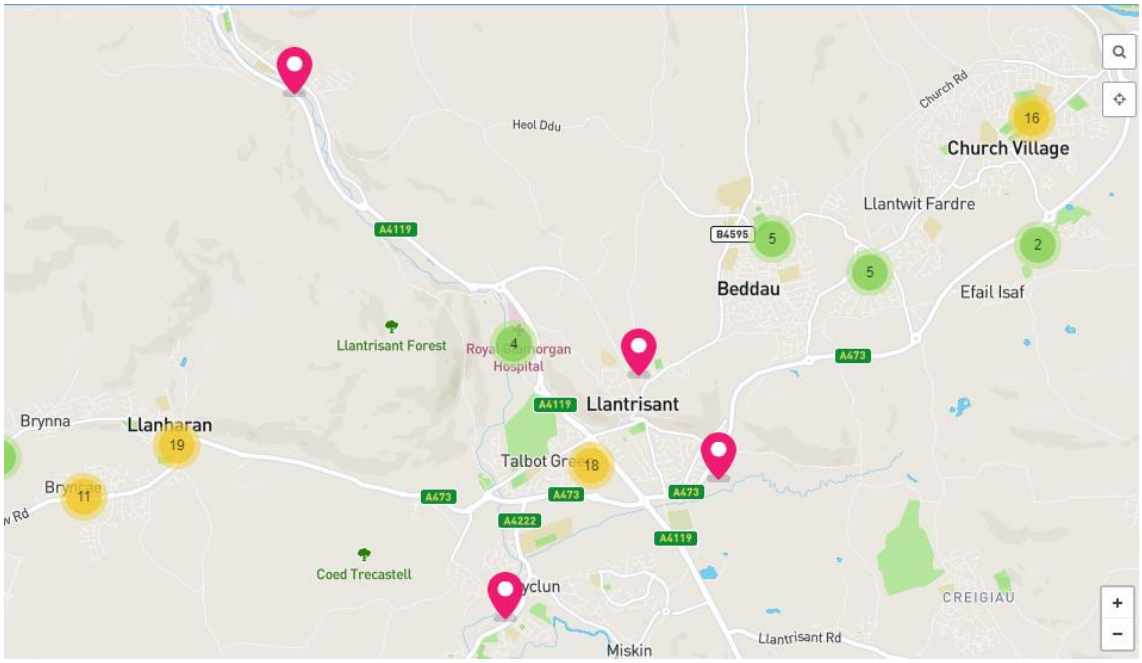



***Figure 16 – Locations identified in Llanharan / Llantrisant and Church Village***

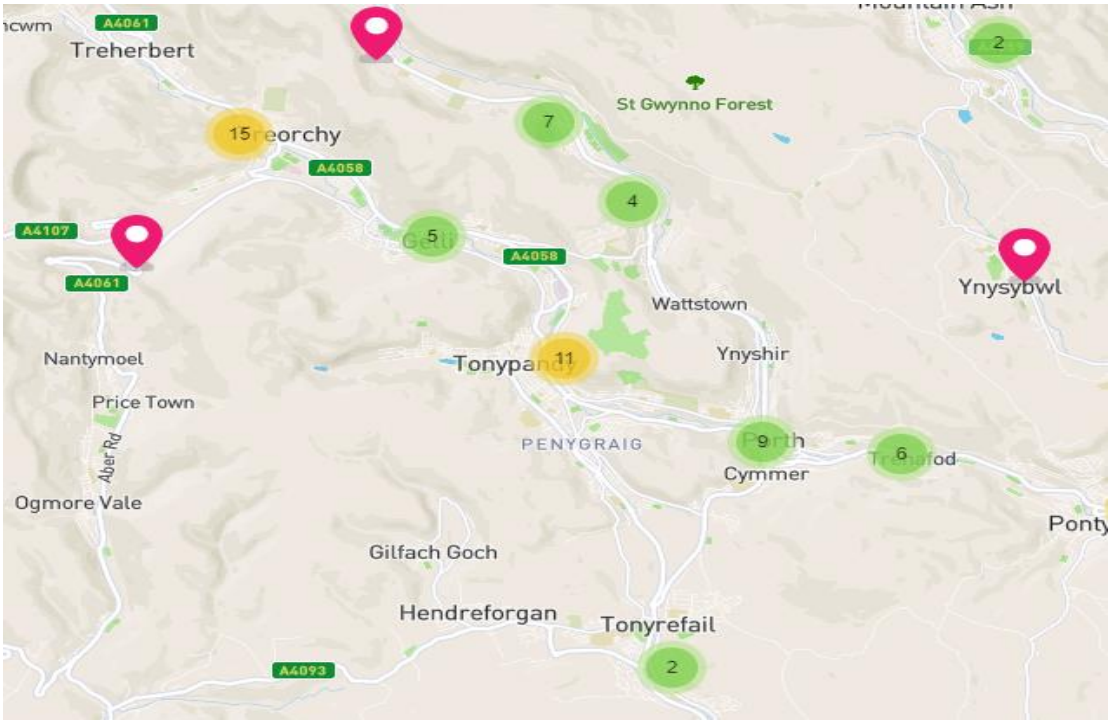



***Figure 17 – Locations identified in Rhondda area***

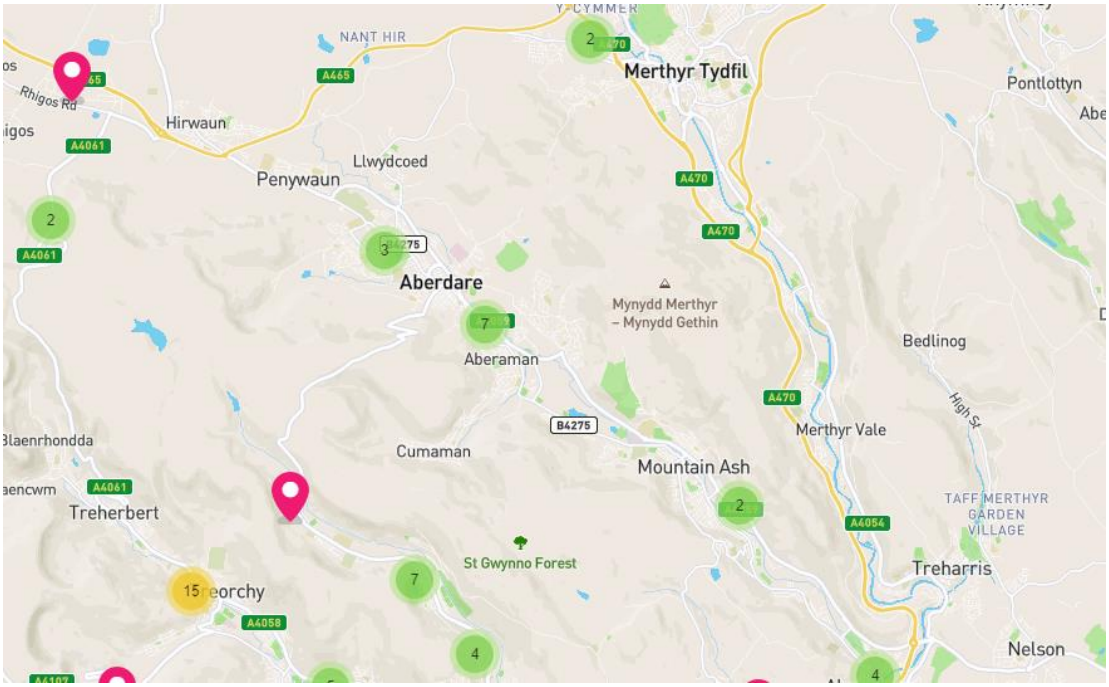



***Figure 18- Locations identified in Cynon area***

4.22 As part of the consultation, important stakeholders were contacted. A response was received from CADW in relation to the potential locations of charging points. The response highlights the requirement that the location of any potential electric vehicle charging stations and their appearance will need to consider any impact on designated historic assets (including Conservation Areas) and their settings, particularly noting the requirements of section 66 of

the Listed Buildings and Conservation Areas Act 1990 along with the guidance given in section 6 of Planning Policy Wales (2021) and TAN 24.

## Stories

4.23 Users were able to leave a “story” detailing their experience of owning an EV as part of the consultation online tool. A total of 3 stories were received, the following is an example. The 3 stories are available in Appendix 2.

28 days ago

Alert moderator

I ordered my first fully electric car in December 2019 though a salary sacrifice scheme at work with the intention of using it to commute from Ferndale to my workplace in Bridgend. They have free electric vehicle charging on site as well as being very close to a Tesco that also has free EV charging so I thought it would make sense and save me money. I don't have any dedicated off-road parking at my home, but I can park outside most of the time, but the intention was to charge at work mainly so there would be no need to worry about home charging anyway.

Things changed with Covid in that I have been working from home for more than a year now so I haven't done many miles in the car yet but equally, I can't charge at work either. As an interim measure I have been charging the car up using a slow 3 pin adaptor from the outside plug socket I had fitted last year. I run the cable across the pavement covered by a highly visible, electric cable protective mat to keep things safe. This has worked brilliantly and given the near 200 mile range of the car I have only had to top at a rapid charger a few times when on a really long journey. Ideally I would have liked a proper EV charge point fitted to the front of my house so that I could get faster charging speeds, but grants are only available if you have off road parking unfortunately (could this be looked into by RCT Council?) and the slow charger works for me presently anyway. If we were to get another EV then I would look at getting one fitted to help keep both cars charged.

Whilst I agree that there is a strong role for local councils to play in helping roll out EV charging solutions to encourage EV take-up I believe that that privately funded charging will be the main driver. The main thing you hear is "I can't have an EV because I can't park outside my house" and that is a fair point to some extent, however, you don't currently fill your fossil fuel car at home so why does this have to be the case with an EV? I'd say that it's mainly because of the lack of public charging infrastructure locally. If EVERY Tesco/Asda/Sainsbury etc supermarket had banks of rapid chargers in their store car parks you could combine your shopping visit with charging the car. If every McDonalds/KFC etc had a number of rapid chargers you could do the same when popping out for food. The aim is to be doing something else whilst the car is charging, not hanging around waiting for it to charge.

Obviously councils are not in control of the private sector in terms of rollout of EV chargers so they would need to have a strategy too but given the lack of finance available I believe that chargers should be rolled out strategically in a way that would mean they can be used in the most efficient manner. Eg. There is no point putting 7kw charging points in Park and Ride locations as the chargers will be blocked all day by commuters despite having had their cars filled after a small fraction of the time they are away from their car. 50kw rapid charger hubs should be located in town centres where there are other amenities available for them to use (shopping/coffee shops etc) whist charging, but putting time restrictions to ensure they are not blocked for longer than necessary (with penalties applied to no EV drivers who block the spaces)

I believe that perhaps some kind of focus group where current EV owners are part of the consultations for good site locations would be helpful as as most EV owners in RCT could be considered 'early adopters' they have a keen interest in helping to develop the forward planning of EV infrastructure in the county and tend to have a good deal of experience on how EV charging can and should be done to benefit as many drivers as possible.

Perhaps RCT Council should get in contact with private EV charging firms (Instavolt etc)to help them develop their network in the area, they install chargers to MAKE MONEY, so given assistance from the council I'm sure they would be more than willing start installing here, especially given the high proportion of housing with no off road parking meaning that their services would be required even more.

I believe that RCT is currently the ONLY county in the whole of the UK that doesn't have a single Rapid (50+kw) charger within it's boundary. I realise that there is one opening at Lidl in Porth shortly, and some (as yet unknown) EV charging going into Porth train station car park, but it's still a pretty poor record and this really needs to have some focus put on it now.

As stated earlier, perhaps some kind of focus group that includes current/prospective EV owners would be helpful to help assist RCT with their long

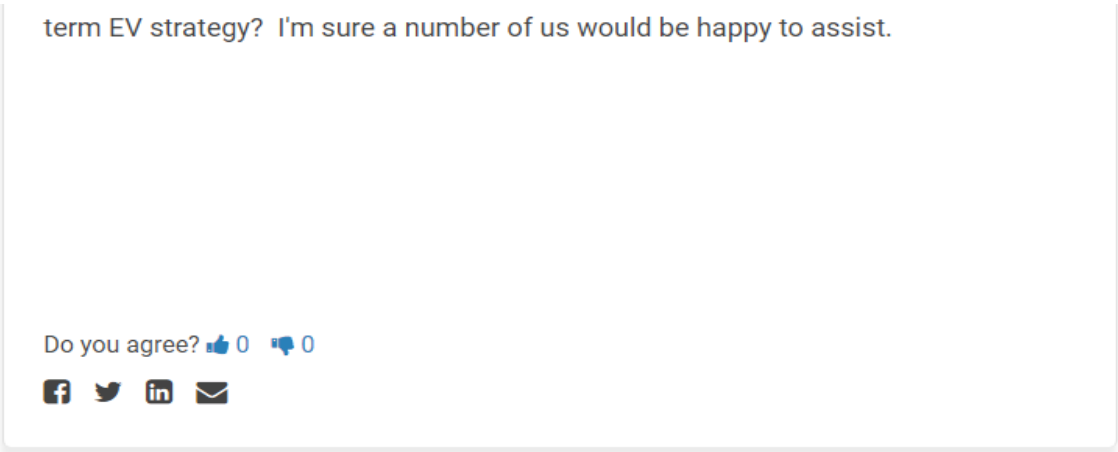



***Figure 19 – Story 1***

Tudalen wag

# Appendix 1

## Locations identified on Let's Talk Electric Vehicles interactive map

## Where would you like to see Electric Charging Points?

| Location | Comment |
|---|---|
| 1 Gwaun Ruperra Close, Llantrisant, Pontyclun, CF72 8QR, United Kingdom | Parking in Llantrisant can be challenging but the Gwuan Ruppera Car Park is underused by local residents and visitors to the town |
| 19 Maesyffynon Grove, Aberdare, CF44 6PJ, United Kingdom | Cynon Linc |
| 49 Cardiff Road, Taff's Well, Cardiff, CF15 7RF, United Kingdom | Great place to charge your car whilst shopping at the coop |
| Talk Together, Taffs Fall Rd, Treforest Ind Est, Pontypridd, Wales CF37 5SU, United Kingdom | Convenient place for EVs to access off the A470 if in need of a quick boost. |
| Main Road, Church Village, Pontypridd, CF38 1LF, United Kingdom | Car park behind the Co-op, never seen it full and could be used for overnight. On good bus route. |
| 35 Heol-Y-Parc, Efail Isaf, Pontypridd, CF38 1AP, United Kingdom | Car park by Efail Isaf Village Hall. |
| Dare Valley Country Park, Glamorgan St, Aberdare, Wales CF44 7PT, United Kingdom | Dare Valley Country Park |
| 19 Sardis Road, Pontypridd, CF37 1LE, United Kingdom | The far end of Sardis Road car park would make a great spot for rapid chargers but the site would need 24 hour access |
| 31 Bron-Y-Deri, Mountain Ash, CF45 4LL, United Kingdom | Surely there is a need for charging points in town centres, shopping areas while shoppers are doing a shop. |
| 2 High Street, Aberdare, CF44 6ZZ, United Kingdom | Same reason as my last comment. |
| Llantrisant, Llantrisant, Pontyclun, CF72 8HF, United Kingdom | Close to M4, space available and perfect for visiting business people to easily charge up, just make it a fast charger. |

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| 45 Heol Y Gyfraith, Talbot Green, Pontyclun, CF72 8AJ, United Kingdom | Car park by police station so you can charge and shop in Talbot Green |
| Tir Meibion Lane, Llantrisant, Pontyclun, CF72 8DL, United Kingdom | Charge you car and get fit in the Leisure Centre, benefits both you and the environment. |
| 34 Heol Yr Orsaf, Pontyclun, CF72 9EE, United Kingdom | Pontyclun Shop and Charge in community car park. |
| 15 the Parade, Church Village, Pontypridd, CF38 1DB, United Kingdom | Car Park for visiting local shops and many local houses with no off road parking will benefit. |
| 8 St. Illtyds Road, Church Village, Pontypridd, CF38 1RQ, United Kingdom | Garth Olwg Library Car Park |
| Parc Canol Surgery, Church Village, Pontypridd, Wales CF38 1RJ, United Kingdom | Big car park close to sports centre, doctors, shops etc. |
| 7 St. Brides Manor, Llantwit Fardre, Pontypridd, CF38 2LR, United Kingdom | Crown Hill community centre, big car park, lots of space. |
| RGH Diabetes Centre, Royal Glamorgan Hospital, Pontyclun, Wales CF72 8TB, United Kingdom | Can be an emergency situation visiting a hospital so one less worry about charging your car if its low or you travelled a long way. |
| Main Road, Church Village, Pontypridd, CF38 1PX, United Kingdom | Large car park, for both the community centre and for the local sports facilities |
| 20 Cilfynydd Road, Pontypridd, CF37 4EW, United Kingdom | By the recycle bins |
| Tonyrefail Leisure Centre, Porth, Wales CF39 8EW, United Kingdom | Leisure Centres / Gyms are perfect places for EV charging, there is usually always existing parking in place and the amount of time someone would spend at the facility would be ideal for a charging top up to encourage sustainable travel and regular physical activity |
| 161 Talbot Road, Talbot Green, Pontyclun, CF72 8AF, United Kingdom | Talbot Green is a ideal location for a large charging hub with a mix of fast (7kwh) and Rapid (50kwh+) chargers it would attract people using the M4 to stop and use the facilities and spend 1 hour +in the area |

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| Tir Meibion Lane, Llantrisant, Pontyclun, CF72 8AT, United Kingdom | Leisure Centres / Gyms are perfect places for EV charging, there is usually always existing parking in place and the amount of time someone would spend at the facility would be ideal for a charging top up to encourage sustainable travel and regular physical activity |
| Clydach Road, Tonypandy, CF40 2RH, United Kingdom | Ideal to attract people to this area |
| 13 High Street, Pontypridd, CF37 1DT, United Kingdom | Charging near the train station, would benefit commuters |
| 2 Penuel Lane, Pontypridd, CF37 4TT, United Kingdom | Charging at Pontypridd town centre would being extra footfall to the town centre, could be offered with parking incentives |
| 8 Glannant Street, Tonypandy, CF40 1JT, United Kingdom | The main public carpark in Penygraig. It would be great to have rapid chargers here for public to charge their vehicles whilst nipping to the shops.<br>There is an electricity transformer in the carpark, so installation costs would be minimal. |
| A4058, Pontypridd, CF37 2NP, United Kingdom | As 'the' tourist destination in the Rhondda arm of RCT, destination chargers need to be provided here. Visitors using EV's will be looking to top up their vehicles when they arrive, and won't want the worry of hunting around looking for nearby charging points - that are currently very few and far between. |
| 37 Mitchell Court, Tonypandy, CF40 2HH, United Kingdom | Necessary here for employees |
| Cardiff Road, Taff's Well, Cardiff, CF15 7YF, United Kingdom | All park and ride train stations to integrate city commuting. |
| 16 Heol Dewi, Brynna, Pontyclun, CF72 9SP, United Kingdom | Community Center |
| 40 William Street, Brynna, Pontyclun, CF72 9QJ, United Kingdom | Charging out of school opening hours is an ideal location if the car park could be opened up to members of the public. |
| 17 Windsor Place, Ynysybwl, Pontypridd, CF37 3HR, United Kingdom | Community charge hub as there are lots of houses without off street parking for a charger. |

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| Parc Canol Surgery, Church Village, Pontypridd, Wales CF38 1RJ, United Kingdom | The new Llantwit Fardre RFC Clubhouse |
| Garwnant Visitor Centre, Cwmt, Aberdare, Wales CF44 0YJ, United Kingdom | EV charging at the Garwnant Visitor Centre would be great when visiting for the day and would also serve as a stop off point for travellers on the A470 |
| 6 Church Row, Aberdare, CF44 8LH, United Kingdom | Park surgery carp park |
| Leekes, Cowbridge Rd., Pontyclun, Wales CF72 0DZ, United Kingdom | School carpark is big and facilities used evenings as well as days |
| Treorchy Library, Treorchy Library, Treorchy, Wales CF42 6UD, United Kingdom | Public Car Park to rear of Treorchy Library town centre location |
| Treorchy Railway Station (TRY), Station Road, Treorchy, Wales CF42 6UE, United Kingdom | Treorchy Rail Station |
| 5 Station Road, Treorchy, CF42 6HL, United Kingdom | Ystrafechan Treorchy Park Car Park has park, tennis, cricket facilities etc |
| 3 Station Road, Treorchy, CF42 6UD, United Kingdom | Treorchy Coop<br>Huge Car Park in Treorchy<br>town centre location<br>park & dare very close by |
| Treorchy Comprehensive School, Pengelli, Treorchy, Wales CF42 6UH, United Kingdom | Treorchy Comp<br>Teachers parking |
| 2 Park Crescent, Treorchy, CF42 6UR, United Kingdom | Disused Petrol Garage, empty derelict location.  perfect to create a charge hub.<br>convenient for bwlch mountain users and cwmparc & treorchy reisdents<br>scope for multiple charge hubs |
| 7 Oak Street, Treherbert, Treorchy, CF42 5AW, United Kingdom | Baglan Field/Penyrenglyn School/Recycling centre<br>good size parking bays in safe location to create charge hub |
| 19 Church Street, Treherbert, Treorchy, CF42 5PY, United Kingdom | Treherbert Public Car Park for shoppers |

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| 14 Station Street, Treherbert, Treorchy, CF42 5LA, United Kingdom | Treherbert Railway Station. There is a large plot of land that could easily be converted to community charge hub. Perfect for residents of Upper Rhondda and commuters |
| A4061, Rhigos, Aberdare, CF44 9UF, United Kingdom | Craig Y Llyn Viewpoint<br>used by tourists and locals<br>perfect charge hub with a view |
| A4061, Rhigos, Aberdare, CF44 9UF, United Kingdom | Zip World<br>Ensure private new enterprises that generate tourism make provisions for tourists to provide EV points. Giving back to the community and also encourage more people to come |
| 24 Pontpren, Penderyn, Aberdare, CF44 0SX, United Kingdom | Penderyn Distillery<br>Add to their customer EV chargers to allow community use with more chargers. Help to work in partnership with community.<br>Access to the Brecon Beacons. Hirwaun & Penderyn & Rhigos communities |
| A470, Abercynon, Mountain Ash, CF45 4YX, United Kingdom | Ideal location for those heading towards aberdare merthyr/brecon or Ystrad Mynach. |
| Main Avenue, Rhigos, Aberdare, CF44 9UP, United Kingdom | Huge open expanses of unused land on Hirwaun Ind Estate. Create a charge hub suitable for community and the businesses of the state. Create a huge charge hub for all vehicle sizes from cycles & motor bikes, cars, Vans and lorries. MORE than sufficient space. 50kw Superchargers would be accessible for Rhondda & Cynon aswell as boundary counties of Powys/NPT/MerthyrTydfil |
| 37 Shady Road, Rhondda, Pentre, CF41 7UG, United Kingdom | Gelli Ind Estate<br>Perfect for Community and Businesses<br>Lots of space and safe access |
| Ysbyty Cwm Rhondda, Partridge Rd, Tonypandy, Wales CF40 2LX, United Kingdom | Hospital |
| Nant-Y-Gwyddon Road, Rhondda, Tonypandy, CF40 2TQ, United Kingdom | Coleg y Cymoedd<br>Partnership with college to provide facilities for students |

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| Ystrad Sports Centre, Pentre, Wales CF41 7SY, United Kingdom | Rhondda Sports Centre<br>Hen Felin School<br>Playing Fields<br>Park<br>Sports Grounds<br>Close to Shops |
| 3 Tyfica Crescent, Pontypridd, CF37 2BT, United Kingdom | Council car park near to an existing building to so easier to run electrical cables.<br><br>Fast instead of rapid due to the length of time people park there. |
| 17 Windsor Place, Rhondda, Pentre, CF41 7JH, United Kingdom | plot of unused grass/waste could create a community charge space for residents |
| 1 Poplar Road, Pontypridd, CF37 5LX, United Kingdom | Useful for those using the library or live in the flats who are not able to get home charging. |
| Ystrad Rhondda Railway Station (YSR), Brook St, Pentre, Wales CF41 7RB, United Kingdom | Ystrad Train Station |
| B4512, Penrhys, Ferndale, CF43 3PT, United Kingdom | St Marys Well/ Cemetery/ RFC/ Community : Tourist Location |
| Trefforest Railway Station (TRF), Park Street, Pontypridd, Wales CF37 1TQ, United Kingdom | Train station car park.<br>Keep it as fast so encourage people to catch the train and leave the car on charge. |
| Lidl, East Street, Ferndale, Wales CF43 3HJ, United Kingdom | Ask Lidl to install a community charger(s) |
| A4058, Porth, CF39 9BL, United Kingdom | Ask Lidl to install a charger |
| Farmfoods, Cymmer Road, Porth, Wales CF39 9BL, United Kingdom | Ask KFC/Farm Foods to help supply a charger here |
| 16 Cymmer Road, Porth, CF39 9BW, United Kingdom | Ask Aldi to install community chargers |
| 8 Glannant Street, Tonypandy, CF40 1JT, United Kingdom | Penygraig Car Park |
| 94 Dunraven Street, Tonypandy, CF40 1AP, United Kingdom | RHA Tonypandy development must include community chargers |

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| the Mattie Collins Way, Treorchy, CF42 6YG, United Kingdom | HUGE car park that is under utilised absolutely perfect space to create a charge hub for residents/ hosp staff/ access to open space and play grounds safe |
| Lidl, High Street, Treorchy, Wales CF42 6PE, United Kingdom | Lidl Treorchy<br>ask lidl to contribute |
| Starbucks, Bangor, Wales LL57 4BG, United Kingdom | Great location A5/A55 all traffic in and out of north wales pass here. |
| Main Road, Church Village, Pontypridd, CF38 1PY, United Kingdom | Community Council offices car park |
| Brynhyfryd, Beddau, Pontypridd, CF38 2JQ, United Kingdom | Car park by community centre in beddau |
| 22 Garth View, Beddau, Pontypridd, CF38 2BY, United Kingdom | Post office car park - beddau |
| Subway, Unit 2, Common Approach, Pontypridd, Wales CF38 2SH, United Kingdom | Spar car park beddau |
| 3 Fairfield Lane, Pontypridd, CF37 5LN, United Kingdom | Hawthorn leisure centre |
| Tonteg Road, Pontypridd, CF37 5UA, United Kingdom | Petrol station |
| Park Street, Ferndale, CF43 3BW, United Kingdom | Ferndale, I am purchasing a hybrid car |
| Llantrisant, Llantwit Fardre, Pontypridd, CF38 2EY, United Kingdom | Petrol station |
| Llantrisant, Llantwit Fardre, Pontypridd, CF38 2FF, United Kingdom | Petrol station. |
| Llantrisant, Llantwit Fardre, Pontypridd, CF38 2LS, United Kingdom | Scott’s diner |

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| 11 Lake Street, Ferndale, CF43 4HL, United Kingdom | Lime street car park |
| Holmwood, Llantwit Fardre, Pontypridd, CF38 2HP, United Kingdom | Tesco car park |
| Lime Street, Ferndale, CF43 4HL, United Kingdom | Ferndale town centre car park. Mix of 7kw and 50kw chargers. Handy for local residents tnd visitors. Charge whilst shopping or having a coffee in the town. |
| Tesco Express, Main Rd., Pontypridd, Wales CF38 1PX, United Kingdom | Tesco car park |
| Lime Street, Ferndale, CF43 4HL, United Kingdom | Lime street car park we are purchasing a hybrid car |
| A4058, Porth, CF39 9BA, United Kingdom | Ask morrisons to install electric car charging units |
| 38 West Taff Street, Porth, CF39 9PF, United Kingdom | Install car charger in public car park. |
| 13 Beech Street, Ferndale, CF43 4HH, United Kingdom | Suitable location |
| 60 Parc Aberaman, Aberdare, CF44 6EY, United Kingdom | Abercwmboi Rugby Club Car Park |
| Llantrisant, Efail Isaf, Pontypridd, CF38 1EQ, United Kingdom | For bypass users dog walking |
| 50 St. Illtyds Road, Church Village, Pontypridd, CF38 1DZ, United Kingdom | Garth Olwg LifeLong Learning Centre / Canolfan Gydol Oes |
| Hawthorn, Pontypridd, CF37 5BP, United Kingdom | Dunelm car park for charge stations |
| Gas Road, Pontypridd, CF37 4TD, United Kingdom | Every car park must have points! |
| Ashgrove Surgery, Pontypridd, Wales CF37 2DP, United Kingdom | Every car parking space should have power |
| Halfords, Unit 4, Brown Lennox Retail Pk., Pontypridd, Wales CF37 4DA, United Kingdom | It's a car park, it must have power |

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| 9 Cardigan Close, Church Village, Pontypridd, CF38 1LB, United Kingdom | Car parking needs power |
| Upper Boat, Pontypridd, CF37 5BP, United Kingdom | Cars park here, power must be available |
| Aldi, Midway Pk, Pontypridd, Wales CF37 5BL, United Kingdom | Charge points at retail parks |
| Showcase Cinema, Heol-Yr-Odyn, Cardiff, Wales CF15 7QX, United Kingdom | Cars park here, add power |
| Showcase Cinema, Heol-Yr-Odyn, Cardiff, Wales CF15 7QX, United Kingdom | Charge points at food and entertainment venues. Go to see a film and charge your car. |
| 4 Ewenni Fach, Llanharan, Pontyclun, CF72 9NR, United Kingdom | Welfare Hall |
| 89 Chapel Road, Llanharan, Pontyclun, CF72 9QA, United Kingdom | Train Station Car Park |
| 18 South View, Bryncae, Pontyclun, CF72 9RP, United Kingdom | Dolau School |
| 7 the Square, Llanharan, Pontyclun, CF72 9NR, United Kingdom | Public Car Park at High Corner |
| 4 Ewenni Fach, Llanharan, Pontyclun, CF72 9NR, United Kingdom | Recreation Ground and Community Centre |
| Llantwit Fardre Sports Club, Pontypridd, Wales CF38 1DS, United Kingdom | Convenient for sports pitch, GP practice and sports club<br>(Point not in correct location but unable to edit) |
| 6 Hillside Avenue, Llanharan, Pontyclun, CF72 9PF, United Kingdom | Outside Llanharan Primary School |
| 53 Powell Drive, Bryncae, Pontyclun, CF72 9RS, United Kingdom | Car Park at Community Centre |

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| New Road, Llaniliad, Bridgend, CF35 5LH, United Kingdom | Bus Stop Near Film Stuido |
| 1 Fairhill Drive, Church Village, Pontypridd, CF38 1NF, United Kingdom | Small car park next to the park near Ysgol Ty Coch |
| Tesco Mobile, Green Park, Talbot Green, Pontyclun, Wales CF72 8RF, United Kingdom | Tesco Talbot Green car park/retail park car park |
| 53 Powell Drive, Bryncae, Pontyclun, CF72 9RS, United Kingdom | Easily accessible by the community at all times and the car park is big enough to accommodate charging points. |
| 63 Heritage Way, Bryncae, Pontyclun, CF72 9FZ, United Kingdom | Bypass route and new developments |
| 22 Oak Close, Talbot Green, Pontyclun, CF72 8RF, United Kingdom | In Tesco or the Retail Park |
| A473, Llanharan, Pontyclun, CF72 9NR, United Kingdom | Llanharan service station |
| 1 Llwynbrain Terrace, Llanharan, Pontyclun, CF72 9PW, United Kingdom | Outside primary school and local allotments |
| M4, Pendoylan, Pontyclun, CF72 8ND, United Kingdom | A car share facility here (similar to that at j46 of M4) with EV charging would be excellent. |
| RGH Diabetes Centre, Royal Glamorgan Hospital, Pontyclun, Wales CF72 8TB, United Kingdom | People who work at Glam would find this useful as well as visitors |
| Heol Y Coleg, Nantgarw, Cardiff, CF15 7QY, United Kingdom | Coleg y cymoedd car park |
| Rockingstone Cottages, Pontypridd, CF37 4AX, United Kingdom | Y Bwthyn car park. Used by staff |
| 6 Green Park, Talbot Green, Pontyclun, CF72 8RE, United Kingdom | Either Tesco or Retail Park. 2 x Rapid chargers needed for encourage people on M4 to stop and shop in Talbot Green |
| Barry Sidings, Gyfeillon Rd, Pontypridd, Wales CF37 2PP, United Kingdom | A tourist attraction that would encourage visitors and provide a source of fuel for return journeys. |

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| Trefforest Railway Station (TRF), Park Street, Pontypridd, Wales CF37 1TQ, United Kingdom | Encourage more use of public transport while allowing commenters to charge cars while they are away. |
| Llantwid Road, Pontypridd, CF37 1DL, United Kingdom | Allow commuters to charge their cars while they study/attend the university and save using charging facilities in other locations. |
| 3 Danygraig Road, Llanharan, Pontyclun, CF72 9NX, United Kingdom | Within rct run car park |
| A4058, Pontypridd, CF37 2LU, United Kingdom | Encourage commuters to use local transports links and also the train station car parking facilities. |
| 11 Coedcae Road, Pontypridd, CF37 2NP, United Kingdom | A tourist attraction that would encourage visitors and provide a source of fuel for return journeys. |
| 17 Coedcae Road, Pontypridd, CF37 2NQ, United Kingdom | A tourist attraction that would encourage visitors and provide a source of fuel for return journeys. |
| Abercynon Railway Station (ACY), Station Road, Mountain Ash, Wales CF45 4RP, United Kingdom | Bank of 7kw chargers for people to charge whilst using the train.<br><br>Need to be a sensible distance from Station entrance to stop them being ICE'd. |
| 2 Ffordd Dol Y Coed, Bryncae, Pontyclun, CF72 9WW, United Kingdom | Co-op car park |
| Garwnant Visitor Centre, Cwmt, Aberdare, Wales CF44 0YJ, United Kingdom | Visitor Centre |
| Trago Merthyr Tydfil, Merthyr Tydfil, Wales CF48 1TU, United Kingdom | Shopping centre |
| 8 Dulais Close, Aberdulais, Neath, SA10 8HA, United Kingdom | Popular visitor centre |
| Park Road, Abercynon, Mountain Ash, CF45 4NE, United Kingdom | Ideal location for EV charging |
| 6 David Place, Llanharan, Pontyclun, CF72 9RA, United Kingdom | Rugby club |

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| 3 Albion Street, Rhondda, Pentre, CF41 7LR, United Kingdom | Next to the ford garage |
| A4058, Porth, CF39 9BA, United Kingdom | I believe Morrison's will be one of the best places to install charging points, taking into account the amount of trade they receive daily. Once more electric vehicles are on the road, this will be a great benefit to all. |
| 305 Brithweunydd Road, Tonypandy, CF40 2UD, United Kingdom | Near communal areas for people visiting - post office, Maes yr haf, Autism life centre and Clydach court care home |
| 1 Nile Road, Tonypandy, CF40 2UY, United Kingdom | Go to visitors to Garth park and Cemetery |
| Tesco Extra, Gelli-Hirion Ind Estate, Pontypridd, Wales CF37 5SN, United Kingdom | Chargers should be standard at supermarkets |
| 26 Station Road, Church Village, Pontypridd, CF38 1AH, United Kingdom | Terraced houses here, charge points outside would encourage EV take up |
| 22 Garth View, Beddau, Pontypridd, CF38 2BY, United Kingdom | Here |
| Brynhyfryd, Beddau, Pontypridd, CF38 2JQ, United Kingdom | This spot doesn't have much going on here and is rather large, can be a great location within the CF38 postcode if re developed. |
| Specsavers, Unit 9B, Talbot Green Retail Park Llantrisant, Pontyclun, Wales CF72 8AE, United Kingdom | Talbot green to support using the village |
| A473, Talbot Green, Pontyclun, CF72 8RP, United Kingdom | Shopping parking to get people I. These shops. |
| 6 Duke Street, Aberdare, CF44 7LF, United Kingdom | Plenty space to add more chargers, noticed Tesla chargers are never by the door will be the less busy part of a car park. Tesla Chargers take 30 minutes to charge, Tesco is 6 hours, so need rapid chargers. |
| 4 Ewenni Fach, Llanharan, Pontyclun, CF72 9NR, United Kingdom | Welfare Ground used by hundreds weekly |

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| B4275, Aberdare, CF44 6DA, United Kingdom | In the turning point where plenty gets dumped, right next door to the power station, quick chargers. We also launching MyValley market place for sustainable goods in the warehouse next to it, looking at adding market, coffee shop, eatery and wine bar in the near future. Make it the sustainable part of Aberdare, as the Estate is currently a plastic Valley. Also near the entrance of the Phurnicite land if something sustainable does go on the land. I own a Tesla, Tesco 6kw chargers take 6 hours, Tesla 50kw take 30 minutes. |
| 46 Terry's Way, Bryncae, Pontyclun, CF72 9UQ, United Kingdom | We need more charging ports in this area. |
| 26 Station Terrace, Treherbert, Treorchy, CF42 5HU, United Kingdom | Would be 1st stop after Rhigos |
| 67 Chapel Road, Llanharan, Pontyclun, CF72 9QA, United Kingdom | Railway station car park |
| 115 Ffordd Dol Y Coed, Bryncae, Pontyclun, CF72 9ZF, United Kingdom | Athlete kitchen car par |
| 36 the Parade, Ferndale, CF43 4SX, United Kingdom | Highfield industrial estate could be used for a few |
| Llanharry Road, Llanharan, Pontyclun, CF72 9TX, United Kingdom | In the car park of the old people's community centre on Llanharry road |
| A4058, Porth, CF39 9BL, United Kingdom | Ideal location for a 50kW Rapid for people also shopping |
| A4058, Porth, CF39 9BA, United Kingdom | Makes sense for people needing a charge and also people shopping. At least 1 50kW Rapid (like other Morrisons across the country) would make sense, as well as several 7-22kW AC posts. |
| A4058, Pontypridd, CF37 2NP, United Kingdom | 7-22kW AC posts would be ideal for this tourist destination with a typical dwell time of more than 1 hour. |
| Porth Railway Station (POR), Station Street, Porth, Wales CF39 9NY, | 7kW AC chargers could be used for people parking and then catching the train to Cardiff and the likes. |

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| United Kingdom | |
| Tesco Mobile, Green Park, Talbot Green, Pontyclun, Wales CF72 8RF, United Kingdom | The car park could support multiple 50kW rapids and 7-22kW AC posts. Reasonably close to important commuter routes also would aid the use of the rapids. |
| Tir Meibion Lane, Llantrisant, Pontyclun, CF72 8AT, United Kingdom | Ideal place for 50kW Rapids and 22kW AC units with a variable dwell time for sports/activities users. Multiple 7-22kW AC posts would make a lot of sense to those planning to use the activities for 2+ hours. |
| Taffs Well Railway Station (TAF), Cardiff Road, Cardiff, Wales CF15 7PE, United Kingdom | 7-22kW AC posts to support parking and then catching the train into the city. |
| Showcase Cinema, Heol-Yr-Odyn, Cardiff, Wales CF15 7QX, United Kingdom | 7-22kW AC posts would make a great option given the typical dwell times in the cinema and restaurants. |
| Sainsbury's, Brown Lennox Retail Park, Ynysangharad Road, Pontypridd, Wales CF37 4DA, United Kingdom | 7-22kW AC posts for shoppers. At least 1 50kW+ rapid that could also be used by people travelling the A470 who need a quick pit stop. |
| A470, Abercynon, Mountain Ash, CF45 4YX, United Kingdom | Already has facilities through the fuel station. Multiple 50kW+ rapids would be an ideal solution for A470 Northbound travellers. |
| A465, Merthyr Tydfil, CF48 2PY, United Kingdom | A local business or somewhere with facilities around this area would be ideal for a multiple rapid 50kW+ hub. This would address the North-South A470 and East-West A465 challenge that is void of chargers. It would be ideal for plugging the significant Central Wales charging blackspots, and would encourage EV users to travel via the A470 for North-South rather than going through England and the M5. |
| Harvester, Talbot Green Shopping Park, Pontyclun, Wales CF72 8LW, United Kingdom | Handy for when visiting places to eat |
| 5 Station Road, Treorchy, CF42 6HL, United Kingdom | Perfect location in the centre of Treorchy |

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| 85 Chapel Road, Llanharan, Pontyclun, CF72 9QA, United Kingdom | Llanharan train station car park should have at least 2 charging points |
| Subway, Bridgend Road/A473, Pontyclun, Wales CF72 9RP, United Kingdom | Dolau school should have chargers to allow teachers to charge and switch to electric |
| McDonald's, Glynneath Business Park, Neath, Wales SA11 5NZ, United Kingdom | 150kw chargers on Heads of the valley route |
| Cemex, Merthyr Tydfil, Wales CF48 2YE, United Kingdom | Another on the main A465 route |
| Tesco Petrol Station, Gelli-Hiron Ind Estate, Pontypridd, Wales CF37 5YT, United Kingdom | Would need to be 150kw charger |
| Lay by, Treorchy, CF42 6LL, United Kingdom | Bwlch Viewpoint intersects 3 counties Very popular cycling and tourist opportunity |
| Wesley Place, Rhondda, Pentre, CF41 7BN, United Kingdom | Pentre Astro Turf has a public car park that could be used by residents and sports/park users. |
| 2 Station Road, Ferndale, CF43 4RF, United Kingdom | Tylorstown Sports Centre |
| A4119, Tonyrefail, Porth, CF39 8AU, United Kingdom | A4119 is being dualled a perfect opportunity to build in a charge hub which is a main commuting route for the Valleys & Tonyrefail areas giving access to Cardiff & Beyond. Allows people to travel to from/work.<br>Coedely has that massive area being developed. Lets get a charge hub in place |
| RGH X-Ray Department, Royal Glamorgan Hospital, Pontyclun, Wales CF72 8XR, United Kingdom | Major Hospital should have EV facilities |
| A4119, Llantrisant, Pontyclun, CF72 8LL, United Kingdom | Make Beefeater/Permier Inn install EV chargers. Share the cost boost business/ help the locals |
| M4, Pendoylan, Pontyclun, CF72 8ND, United Kingdom | M4/J34 main arterial route into/out of RCT also major route on M4 for Eastbound & Westbound travel |
| A473, Talbot Green, Pontyclun, CF72 8RP, United Kingdom | Large Shopping Complex should have some EV facilities |

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| Game, Talbot Green Retail Park, Pontyclun, Wales CF72 8SY, United Kingdom | Talbot Green shopping Complex both private parking and a public car park that should have EV facilities |
| Specsavers, Unit 9B, Talbot Green Retail Park Llantrisant, Pontyclun, Wales CF72 8AE, United Kingdom | Make this whole section EV facilities |
| 54 Ynyswen Road, Treorchy, CF42 6EE, United Kingdom | Maybe ask the factories to participate and that could help other buisness too. |
| 15 the Parade, Church Village, Pontypridd, CF38 1DB, United Kingdom | Car park obvious choice for those attending events on sports fields |
| Parc Canol Surgery, Church Village, Pontypridd, Wales CF38 1RJ, United Kingdom | Sports clubs football site of new rugby club plus leisure centre and gp surgery suggest 2 or 3 here at least. No brainer |
| 18 Graigwen Road, Pontypridd, CF37 2TW, United Kingdom | Outside Plas Carmel. Remove roundabout and allow parking with electric charger for several vehicles. |
| 66 Broniestyn Terrace, Aberdare, CF44 8EF, United Kingdom | Coliseum car park |
| 9 Ely Valley Road, Talbot Green, Pontyclun, CF72 8QY, United Kingdom | Near banks, shops, cafes and hairdressers etc for local trade |
| 87 Clos Springfield, Talbot Green, Pontyclun, CF72 8FH, United Kingdom | Using the community centre might encourage use of local parking rather than the streets |
| Subway, Bridgend Road/A473, Pontyclun, Wales CF72 9RP, United Kingdom | Dolau school |
| 108 Lonydd Glas, Bryncae, Pontyclun, CF72 9FZ, United Kingdom | Lonydd glas and other developments by new bypass |
| 53 Powell Drive, Bryncae, Pontyclun, CF72 9RS, United Kingdom | Bryncae community centre |
| 42 Nant Y Dwrgi, Llanharan, Pontyclun, CF72 9QA, United Kingdom | Llanharan train station car park |

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|---|---|
| 16 Heol Dewi, Brynna, Pontyclun, CF72 9SP, United Kingdom | Brynna community centre |
| 40 William Street, Brynna, Pontyclun, CF72 9QJ, United Kingdom | Brynna school |
| 1 Llwynbrain Terrace, Llanharan, Pontyclun, CF72 9PW, United Kingdom | Llanharan primary school |
| 4 Ewenni Fach, Llanharan, Pontyclun, CF72 9NR, United Kingdom | Llanharan welfare hall car park |
| 53 Powell Drive, Bryncae, Pontyclun, CF72 9RS, United Kingdom | X |
| A473, Llanharan, Pontyclun, CF72 9QA, United Kingdom | X |
| A473, Llanharan, Pontyclun, CF72 9NR, United Kingdom | D |
| 2 Foundry Road, Tonypandy, CF40 2NW, United Kingdom | Next to a MOT garage and adjacent to the A4058 |
| New Road, Mountain Ash, CF45 4EG, United Kingdom | Lay-by, could be used to electric and hydrogen refueling, could be self sufficient too. |
| 29 Oaklands Business Park, Ferndale, CF43 4UG, United Kingdom | Build a charging station on the industrial estate |
| 19 Darran Terrace, Ferndale, CF43 4LG, United Kingdom | Mount charge points to the street lamps, the Welsh school is closing soon. We could have a council charging subscription to use charge points on the side of the road. |
| 6 School Street, Maerdy, Ferndale, CF43 4DP, United Kingdom | Convert the old school yard to a charging station. Council subscription. Mix of fast 22kw 50kw and 150kw chargers. Something for everyone. |
| Lidl, East Street, Ferndale, Wales CF43 3HE, United Kingdom | Loads of wasted space at Lidl. Easily set charge points here |
| 78 Berw Road, Pontypridd, CF37 2AF, United Kingdom | We need charging stations on residential streets |

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|---|---|
| 62 Berw Road, Pontypridd, CF37 2AE, United Kingdom | Lay-by |
| 3 Lewis Terrace, Pontypridd, CF37 2AF, United Kingdom | Top of green, we plan on buying an electric car soon and have no garage to charge it in. We will need on street charging points as more people follow suit. |
| Llantwit Fardre Sports Club, Pontypridd, Wales CF38 1RJ, United Kingdom | Ideal location is the row of Council owned spaces<br>outside Llantwit Fardre Sports and Social club, which is also the location for patrons of the Leisure Centre.<br>These can also be used by home and visiting players, supporters of both rugby and football teams when all returns to normal |
| Tesco Petrol Station, Gadlys Rd, Aberdare, Wales CF44 8DW, United Kingdom | Tesco is an easily accessible hub for the residents of Aberdare, whilst still being outside of the centre of town centre, which would avoid queues / congestion |
| 1 Canal Road, Aberdare, CF44 0PW, United Kingdom | Canal Road, Cwmbach |
| 88 Market Street, Pontypridd, CF37 2TF, United Kingdom | For town centres to compete with supermarkets, where charging points are already in place, charging points are needed in town centres. |
| 14 Station Street, Treherbert, Treorchy, CF42 5LA, United Kingdom | I have electric car myself and theres nothing in the Rhondda. One in Treherbert c<br>ould be good. People can charge before going over the Rhigos or vice versa. Close to the train station would be good, it has parking spaces and people can charge their car when they on the train. |
| Catherine Street Car Park, Pontypridd, Wales CF37 2TB, United Kingdom | Should be some form of Charging on all levels of Multistorey |
| Trefforest Railway Station (TRF), Park Street, Pontypridd, Wales CF37 1TQ, United Kingdom | EC at all rail stations with car parks |
| Green Street, Aberdare, CF44 7AG, United Kingdom | Minimum 50kW required x4 |
| 9 Lansdale Drive, Church Village, Pontypridd, CF38 1PG, United Kingdom | Car park of Ysgol ty coch |

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|---|---|
| 55 Buarth-Y-Capel, Ynysybwl, Pontypridd, CF37 3HW, United Kingdom | Car park of Ysgol ty coch buarth y capel |
| 13 Park Lane, Aberdare, CF44 8LR, United Kingdom | Car park of Parklane School |
| 127 Tylacelyn Road, Tonypandy, CF40 1JR, United Kingdom | By Graig Park/lower Tylacelyn Road |

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# Appendix 2

# Stories received via Let's Talk Electric Vehicles

## Battery Power/Thank Heaven for Global Warming

20 May 2021

The thought of having in the near future,to drive a Battery Powered Car is eased a little by the fact that the World is entering a phase of.....Global Warming!!!

During my Army service through a Korean Winter in . the 1950's the Arctic Weather made life a misery.

I was running our Units battery charging station in the back of a canvas sided Bedford lorry,facing every morning the task of thawing the Top Up water,and hopeful that the generator diesel would not run from the refuelling Jerry can like syrup.

At minus 20 and below,the storage capacity of the cells were reduced by much as half,making it necessary for very frequent replacement to take place to keep the communication circuits working,and making a nonsense of milder weather running schedules.

Therefore from this experience I will never feel confident to rely only on battery power for a long Winter journey.

The best solution would be to opt for a Hybrid compromise.or follow the birds and..... Move South in the Winter.

Mother Nature knows Best!

## A great car made better by infrastructure

24 Apr 2021

I bought a second hand, low range electric car two years ago. I use it mainly for commuting, shopping and local leisure trips. I charge it overnight at home.

For me, with a dedicated private driveway, owning an EV has been a breeze. However, RCT borough is one of the worst places in the UK for public charging. As I write this there are no public rapid chargers in the borough, the only borough in Wales where this is the case, and slower destination charging is very thin on the ground.

We live in a borough with a higher proportion of properties with no off street parking, thanks to when the majority of our housing was built, so public charging is vital to getting more EV drivers.

There are lots of ways the Council can help, here are a few:

1) Insist on public charging points in ALL new commercial premises with car parks as part of the planning process, or any existing commercial premises looking to expand, e.g. supermarket returns. This costs the Council nothing.

2) Put charging points in facilities owned by the Council such as Park and Ride facilities, offices and leisure centres but put them away from the entrance so they are not blocked by by drivers looking for convenient parking. Providers like Instavolt and Osprey will pay the costs if they are given appropriate sites, so again this has the potential to cost the Council nothing.

3) Work with companies such as Connected Kerb to add in slower charging solutions in residential streets which can be used overnight. They also provide fast internet as part of the install, so it benefits residents in more ways than one.

# Appendix 3

# List of Open Comments

# Let's Talk Electric Vehicle Consultation

# June 2021

**If unlikely/ very unlikely to consider purchasing an EV please tell us why?**

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| Don't know enough about them and need to see how reliable they are in years to come |
| I travel longer distances often and am concerned about travelling longer distances regarding charging etc as the infrastructure across the UK as a whole is not suitable, plus I'm personally unsure about the convenience and cost of prolonging my journey having to stop to charge for longer periods/possibly overnight. |
| Lack of charging locations and the cost |
| Cost to purchase EV. No charging points located on street or town centres |
| My husband works in Health and Safety and is wary of the current batteries and the complexities if they catch fire. I would definitely consider an electric vehicle in the future when technology is improved. |
| The cost of the vehicle |
| Cost |
| No off road parking so charging would be difficult. |
| We currently run a small city type car that qualifies for zero RFD. The car is of an age that would not lead us to change in the foreseeable. Currently also, the cost for new EV's is prohibitive and there are few used car options. |
| No facilities to charge. |
| Cars with a suitable range are too expensive and the government grants are poor also the charging infrastructure is pathetic |
| Cost and limited distance to be able to ravel without charge |
| Because of my age.Its possible that I have bought my Last! car. I find Ques.1 hard to answer as you should define the vehicles propulsion system. |
| They are just not practical in the valleys and charging them takes forever. As a carer i need a car that is ready to go should an emergency occur. |
| Too expensive, very few charging points |
| Expensive vehicles, no infrastructure for them, not enough available land to build all the required charge points. |
| Too hard to charge at home on a busy street |
| Could never afford one and use my car for work and travel a lot with it, could never wait to charge the car or i would loose money and jobs. |
| Too expensive and the technology is not up to it yet. |
| Not enough EV charging points around the area and long trips would be difficult due to lack of EV charging points nationally. Also concerned that EV batteries have a relatively short lifespan and replacing them currently is very expensive. |
| Lack of knowledge on how to recharge and sites available for recharging. |
| No where to charge the car. As most people who live in a terraced house. |
| Cost |

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| Lack of charging facility as a cable from my house would have to cross the public footpath and my garage is in a culdersac away from my house with no means of having my electric supply to it |
| I live on a terraced street without designated parking and it is difficult to see how the car could be regularly charged |
| Too expensive. No way to charge it. No certainty I can park near my house let alone outside of it as I live in a terrace street |
| I would be tempted if there were facilities to charge |
| mainly the present cost of purchase. But do not believe that this present government will be able to provide the invest structure to support electric vehicles. Perhaps should concentrate on larger vehicle firstly buses lorries trains etc |
| Cost is prohibitive |
| Electric vehicles aren't the future. Hydrogen powered is the future. I own 2 Hybrid vehicles, I like that I can drive anywhere and fill up quickly, like I could with hydrogen. |
| I don't think there will be enough rapid charging points to cope. |
| Unable to charge at home and even with a point, no guarantee to be able to park outside my house |
| They are too expensive |
| I'm not sure how the electric car will be charged as unable to park vehicle outside my house due to busy road for parking |
| Have to park across the road from the house. Chargers now widely available. |
| I'm unlikely right no as I live on a main road and have no way of charging an EV whilst parked at home. If I had a driveway it would be different. I would however consider purchasing a self charging hybrid. |
| Lack of charging facility on street |
| Unable to plug in outside house, parking would need to be percific to that house. Most houses have 3 cars |
| Not practical at present |
| Impossible to charge on a terrace house |
| Husband is a mechanic - prefers diesel/petrol cars, is aware of many issues with electric. |
| Why should I spend more money on another vehicle |
| Cost. Limited charging points. Fear of not being able to charge on long journey. Charging time |
| No charging facilites |
| no way to charge at home |
| They are expensive and only really allow shortish journeys at present and they take too long to charge |

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| Currently i have no means of charging such a vehicle and so it would be useless to me |
| I can only park on the road by where I live and its highly unlikely I will ever get a space outside my house.how on earth will it be possible to run a cable from my house over a public pavement to charge a car I could never afford |
| Battery technology needs vast improvements to enable me to do my job |
| No place to charge it, cannot guarantee parking outside the house |
| Live in a terrace as do most of the valleys residents, how are we meant to charge cars at home?? |
| I can't afford it. They are way too expensive |
| cost,don't think they will be enviornmentally friendly in the long run as they also have batteries which will need replacing at a cost ,also the range of mileage is poor and finding a place to re charge en route |
| too expensive,Lack of range and time to charge on lone journeys |
| Can't afford one electric vehicle let alone two |
| They have a very short range of about 30 miles are very expensive to buy and then the rental of the batteries is very high, for those of us that live in a terraced street charging would be impossible. Also an electric vehicle would take away my right to tow a caravan and do what I love doing. - caravan Holidays in Wales. Electric cars are OK if the owner wants to travel a few miles a day. The practicality of on is pretty dire. |
| The lack of charging facilities, parking is difficult where I live with neighbours having two or more cars per household. Those with drives and garages tend to park in the street on the pavements their preferred choice it seems. We have 2 cars one kept on the street one in our garage that is built away from the house in a row of 4, with shared access, we are the only ones using it to keep our car in. No possibility of running electricity into it. Also inconsiderate parking from neighbours living alongside the entrance means the drive frequently gets obstructed, despite this being raised, any workmen often block our drive whilst leaving their drive big enough for four cars left clear, but it's not used for cars they regularly have up to 4 family cars parked on the road and pavements.<br>Also how many new builds with garages quickly convert the garage into a room or storage after purchase, so never used for the car.<br>There is also the time it takes to charge, on long journeys such as holidays etc or even a day trip, the time to charge would add hours into any trip, and lack of charging points in particle rural areas will be problematic with stalled vehicles possibly blocking country lanes.<br>The whole thing is a knee jerk reaction and not properly thought through. |
| We cannot afford to buy a brand new car so our only option is to buy second hand which invariably are either petrol or diesel. |
| Battery driven cars do not take into account the impact on the environment of the production of batteries themselves or the disposal of them. They just move |

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| the problem further on. Furthermore the energy needed to power the batteries is not necessarily coming from 'clean' powerstations. You might as well burn petrol as use energy from a coal fired powerstations and nuclear powerstations may not produce co2 but I'm not convinced that nuclear waste is a better by-product. |
| Depends on the cost |
| coulnt afford one |
| Expensive. Not enough miles from a charge. No infrastructure....but appreciate this will improve |
| Cost, plus Battery replacement costs. |
| Electric cars are to expensive to buy and on top of that you have to buy home charging points.<br>There isn't enough charging points in wales.<br>Charging times is much longer than filling up with fuel, and in the fast paced world we currently live in puts me off buying one.<br>Battery issues seem to be a big issue causing cars to catch fire which puts me off buying them.<br>Electric cars are very quite and when out riding my bike I like to be able to hear the sound of the engine so I'm aware they are behind me. |
| I CANNOT charge a vehicle at home , also I cannot afford to update my boiler so why should I invest in expensive technology. |
| I don't have a designated parking space in which to charge an electric car |
| currently no access to charging point. |
| I have nowhere to charge my vehicle plus my mileage is high needing regular charging on an "every other day" basis |
| They simply aren't environmently friendly.<br>Look at what it takes to obtain the raw materials to make the batteries and the peer sauce used to charge them. I renewables we don't have the capacity, also people don't want more nuclear plants so that leaves coal and gas being the only viable option. |
| Lack of charging points, can the national grid cope?<br>the car is still being powered with energy from burning fossil fuels, it is still releasing CO2 in the atmosphere, not from the tailpipe but from some distant power plant. When it comes to batteries being recycled, it is still an expensive and ongoing process and most batteries are not being recycled yet. |
| Limited range and nowhere to charge |
| Can rarely park near house let alone charge a vehicle, double yellow lines outside house |
| Unable to charge vehicle at my address |

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| I am unable to park outside my home on a daily basis and would struggle to charge an electric car |
| How can people who have multiple vehicles at their home use the charging points if there's not enough to go around. On average each home has 2 vehicles or more for that family, how on earth would all these chargers be accessible for every home for every car, as previously stated, my home has 3 cars |
| I'm disabled no drive facility for charging |
| I couldn't possibly afford to change my car |
| Cost. Inconvenience |
| They are too expensive and not easily topped with electric as the charging units are few and far between. |
| The only parking space we have is across the road from our house, I do not think that charging a car will be possible with such setup. Also electric card are not as good as hydrogen ones, I'd rather wait for the latter to become widely available. |
| i have no means of charging it |
| Insufficient charging points and unsafe leads coming from house to car across pavement. I've bought a self charging hybrid instead |

**Would the installation of a Public EV charging point near your residential area increase the likelihood of you owning an EV? Please tell us why?**

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| The Price of EV cars are still quite High |
| I don't know enough about electric vehicles in the first place |
| Charging needs to be exclusive, charging takes so long it is not practicable to wait for others to charge before you. |
| I'm not concerned about charging as I am fortunate enough to have external plugs on my private driveway. |
| it will be easier to charge the car without travelling long distances |
| It would depend on how accessible it was, how near my home it was and also how secure it would be |
| Locality of charging point to home/work office would influence the decision to buy an EV. If charging point was accessible daily and within close proximity to my home/work (end of street/office car park) the answer would change to definitely. |
| Can do it off road |
| I drive to the rail station to catch the train to work so I could charge the vehicle while I am at work. |

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| As I am fortunate to accommodate my own charger it would be more economical to charge over night |
| Depends on location and the cost of the vehicle |
| Not necessarily in my residential area, as if I had an electric car I'd likely charge at home, but knowing there were charging points within RCT to know I could charge whilst at work or whilst shopping for example would be important |
| I would only be prepared to charge an electic vehicle at my home. I would not be happy to park my car in a car park/on-street in my locality due to the inconvenience and potential security issues |
| Cost of EV vehicles remain considerably higher than ICE vehicles, when prices are similar I would be more likely to purchase an EV. |
| As it would allow for more regular accessibility to alternative charging to my home system |
| EV charging point at home would be more suitable but a nearby public charging point coulsd be utilised when necessary. |
| A charging point closer to the residential area would be a significant factor in whether to own an electric vehicle as there are only limited places where an electric vehicle can be charged in other places at the moment and usually these are quite limited in number. |
| The range on electric vehicles is still fairly low for my liking so having more charging points for example when I am shopping or using the leisure centre would make using an EV a lot more convenient. |
| I would assume I would have little need to charge near my residential area as I would have charged the vehicle from home. |
| Confidence and convenience in ability to easily access EV charge point. |
| I need my own charging point at home to guarantee i can charge my vehicle, public points near my home may all be in use and i am left unable to charge. Living in a mid terrace home as most do in this area means electric cars are not the future. |
| High cost of initial EV purchase |
| IF you cant charge your vehicle then what is the point owning one |
| To improve the environment and more cost effective in the long run |
| Because I will not run out of battery, there are no charging points anywhere along the way. I drive across A470, Ty Elai and Pontypridd. At the moment my hybrid car only gives me 40 minute drive without loud music draining battery. At the moment that's the reason I own a hybrid rather than a full electric. |
| Distance form home to EV charging stations to home may be an issue. |
| The cost of purchasing an EV and replacement battery is more relevant to me. |
| I would have an off street point at my home but charging points near work would be more advantageous to me. I understand that in areas with on street parking only this would be a much greater benefit. |
| Convenience |
| Depends on level of use by others. Availability. |

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| Electric vehicles are expensive, full charge for cheaper vehicles is short range. Charging is not quick, can add substantial time to journey. Not a good national network of charging points. |
| Currently there are no charging points that I know of locally, therefore that would put me off currently, but if there were convenient charging points locally then of course I would be more inclined to purchase one. |
| I would have one installed at home. |
| Infrastructure needs to be accessible in destinations not necessarily in residential spaces. Though some of the challenge in RCT is how residents can support their own charging needs without access to a private driveway for the most part i.e. terraced streets |
| It would need to be readily accessable and reliable before i would commit to buying an EV |
| I would rather install a charging point at home and use that one |
| If I bought an EV I would charge it at home. However, the worry for most is range anxiety but this could be overcome with a network of fast chargers assuming vehicles could charge in 5-10 minutes |
| It would enable me to charge the car |
| I currently charge through the 'granny' cable, which takes all night, a public EVCP that was a fast or rapid charger would make charging much more convenient. |
| With no off-street parking in our area, it is impossible to own an electric vehicle unless public charging points are available. |
| It allows for more flexibility. I can use my own charging point overnight but if I need a quick charge, a public point is better. |
| If we could bring the vehicle cost down and recharging is more freely available locally you would have to examine the option |
| Have my own drive |
| I cannot see how a charging facility could charge dozens of cars.there will be war with niebours |
| I already have a full EV and am lucky enough to be able to park outside my house most of the time so I can charge by running a cable to the car. |
| Without the infrastructure people will not want to adopt EV, people want convince. EV charge points make the locations, destinations for EV owners. If I have to choose between a visit to place with or without a charger. I am always going to choose the one with the charger. |
| ease of use |
| It would be easier to charge cars rather than having to travel several miles to charge one and wait for it to charge |
| For convenience would probably choose to charge vehicle at home. However access to a charging point at work would be much more attractive especially as I drive quite a distance to work. |
| One of the barriers to buying an electric car was the lack of local charging points |
| Climate emergency needs to be addressed |
| I couldn't afford a new car. |

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| A charging station within or near residential areas is essential. If people have to walk further than 5 minutes to charge their car, I believe this will deter people from wanting to purchase EVs. Ideally, people will want to charge their vehicles very close to their homes, however, I am not sure how this will work in residential streets of the Rhondda where free space is already limited. The only feasible way of installing on-street EV charging stations would be to put them on the pavements of roads, but with the high number of cars parked in each street, there will need to be a lot of charging stations which in turn will reduce the number of parking spaces. An alternative could be for EVs to feature removable batteries that people can remove from their cars and take into their homes to charge, although this assumes that the batteries can safely be removed and transported by hand. |
| if I can't charge the vehicle I can't use the vehicle |
| I Currently have an EV but the infrastructure and Rhondda is terrible. And I worry any new points installed to monetise and make profit from EV owners. |
| If there are sufficient numbers and I can book a regular slot, then yes I would be interested. If there is only one charging point and a charge takes a number of hours, the number of cars that can be charged overnight will be one or two at the most. Therefore, I would then need an alternative. If there were a bank of charging points, then I would be very interested in purchasing an EV. |
| Convenient |
| If it is not outside my property then security of the vehicle would be an issue to me parking away from home. |
| Needs to be easy and cheap |
| Always worry about travelling distance and not able to recharge |
| Energy costs too high on the high street, not guaranteed to be available to charge, not efficient use of time, when I can charge at home (overnight) or work (during working hours) ok. |
| I assume that I would add a charging point in my garage |
| Because we have a drive, we could charge at home. My son lives in a terrace and would have bought an EV if there had been street public charging. |
| It would need to be close to my home, I would need to be guaranteed access because a lack of car charge means I can't get to work. I would be concerned about vandalism |
| I would really need a charging point at my address first. A grant scheme or payback loan would be good. Then a network of charging stations would be a good idea. |
| Concerns about the liability of potential trip hazards (e.g. charging cables across pavements) is a concern to me. |
| Living in a mid terraced house means I can't park outside my house let alone charge a car. |
| 1 charger will not be sufficient for all the houses |
| 1 will not be sufficient for the number of houses |

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| Already have an EV |
| Lowest level of ev charging in Uk in one of the lowest levels of off street parking |
| Would probably charge at home |
| It's the way forward. |
| I would have the option for at home charging should we decide to purchase an EV. That being the case having a local charging facility will have marginal influence. |
| I Already own an electric vehicle and charge on my drive. |
| I have my own driveway so will install a home EV charger |
| On street parking only near me. If not able to charge at home or place of work, then how would car be charged! |
| It would need to be a fast charger no 7Kw |
| Yes , I would love ev points fitted around community hubs like sports clubs |
| I used to have a plug in hybrid car and despite having a garage at my terraced property the wiring there wasn't strong enough to support ev charging. This meant running cables to charge on the street which was not particularly practical or safe. A nearby fast charger would have been ideal. |
| I have a garage |
| Without public charging points it is impossible for us to own one as we cannot charge one from our house. |
| I can't park outside my.home. so a local charge point might work |
| If there were easily accessible charging points then there would be no barrier to owning an EV. However parking in valleys streets is a major issue and people “fighting” for parking space realistically I can’t see how charging points will work. We need to do something about the amount of cars owned per household. Some living in terraced households have four or more cars. Where do people think parking spaces are going to be found. |
| Depending on where, how close to home? |
| Depends how close to house |
| I can't afford an EV no matter how many charging points you install |
| It has to be affordable for people like myself. |
| I would consider an ev but need to be convinced that they have enough range for what I'd use it for. However, numbers of charging points would need to increase dramatically to convince me, as my nearest charging point is Tesco. |
| I need to be be able to travel 200 miles between charging at good speed |
| I’m not convinced that a projection of 8000 electric car users in a population of 241,000 over 9 years justifies this sort of investment. There also seems to be issues surrounding the cobalt batteries used in these vehicles. The cost of the cars is also currently prohibitive. All of these factors tend to make me a little sceptical. Though I agree the concept in principle. |

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| Age. |
| In a street of terraced houses many with more than one car it is unworkable |
| A charging point near the address is advantageous. But means having to travel to charge. |
| It would depend very much on where this charge point was located. My first choice would be to have a charge point where I store my car. I'm only likely to be using a public charge point when I am travelling away from home and I would then be looking for a rapid charge point. For example if I was taking my children to a sporting activity and found that I was running low on charge then I could use the hour or more that the car is sitting idle to top up the battery. Likewise if I was travelling to a meeting or an outdoor leisure venue and the car was likely to be parked up for an hour or more. I would not envisage using a public charge point as part of a daily routine. |
| If there is no access to a charging point, what point is there for me to own an EV? |
| People who have no off road parking need a solution to charge. |
| the cars are too expensive and charging will take longer than filling up with petrol, so I would imagine the charging points will be busy all the time. a massive amount of investment needs to be put in place. |
| Not everyone has the means to install at home. However any on street provision should not interfere with the width of pavements which are already impeded.<br><br>I would also strongly recommend provision of e-bike charging points. Lack of ability to charge an ebike significantly reduces my ability to swap my car for a bike long term. I currently do some shopping, including groceries, via ebike but range is limited. |
| who would be using it and when,there would probably be disagreements if people wanted to charge their vehicles at the same time |
| I'm not convinced by electric cars at the moment. |
| as stated in Q5 |
| As I already own an EV I'm also lucky enough to have a home charger. |
| I would need to use a long extension cable to charge my car. |
| Price is still an issue for many |
| Won't be buying an electric vehicle as they are too expensive |
| Convenience of being able to access a point without needing to travel very far. |
| I have off road parking so I could use my own! |
| Literally no charging points in rct, not even in the shopping areas |
| I would aim to charge a vehicle at home before I leave |
| Would need a high volume of charge points in the valleys |
| I cannot park outside my house and we have 2 cars the closest I can get 22 cars to my house is 25 - 30 metres away where a charging lead would have to cross a main toad and a pavement. So it wouldn't be practical. |

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| If the area had local EV charging points it's more attractive and makes the move to EV more likely sooner rather than later. |
| Number of cars in my area, most households have two or more per house. |
| Have no time to wait due to work commitments and have 2 cars in my household |
| I had a Nissian leaf 3 years ago and very much enjoyed it. However lack of charge points or miss user of those charging space by non EV cars, ment home was only place I could charge, rather than while I shopped or out & about. |
| I have no idea if I will replace my car when my current car is no longer working as both my Husband and I will be retiring in 3 years time so we will go down to one car which hopefully will last us years to come. |
| Having heard of the difficulties in owning an EV due to the lack of charging points on many journeys, seeing more available points would definitely give me confidence to buy my own EV as I would be able to see the convenience in charging points. At the moment the lack of points deters me completely from owning my own EV. |
| Independent fuel stations are declining in number and I need to go out of my way to get to a supermarket to fill up. |
| This does not affect me directly, but I cannot see how this can be resolved in this area where the large majority of housing stock is terraced housing where parking outside ones home is very difficult for many |
| Worried about the safety of electric charging points and the batteries. (Fire hard for firebrigade to put out. Can't use water) |
| not having to travel would help |
| I really want an EV however the current lack of charging points is a stumbling block. I recently travelled to Winnersh Triangle and saw a petrol station like forecourt full of EV chargers. That is such a great idea. |
| As stated previously we cannot afford a new car. |
| I would be concerned if the take up of E vehicles took off substantially and there was only a few local charging points which would be in high demand. Not everyone has a driveway for plug in charging and RCT has a significant number of residents that live in terrace houses and flats / apartments. These residents would put a significant demand on local EV charging points. |
| I would have one at my house as I have a drive |
| Concerns around damage or potential safety issues with cables running across a public footpath |
| More accessible and better for the environment. |
| I would want a charging point outside my home. |

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| Readily available public EV charging points in the local area would need to have the capacity to charge vehichles quickly whichat present they are not abel to without significant investment to increase the capacity of the national grid to manage such EV chargers. |
| Esier to charge |
| Due to the distances available on current EV's more opportunities to charge may improve rates of purchase. Also some people don't have to space to charge EV's from home. |
| Own Driveway |
| Because charging takes time and if it public charging point then other cars could be blocking it charging when I need to charge |
| I live on a terrace -- the likelihood of being able to get the car parked anywhere near a power supply is neglible. The roads where I live are constantly busy with cars using the shops and parking for short periods in the residential roads and most houses on the road have at least one car -- how would charging points be organised to get over this. |
| Its important that charging points are accessible before considering an electric vehicle. |
| It depends on how many, how close, how accessible and how expensive. |
| I plan to have my own wall charger |
| I think I would prefer a car that doesn't require charging |
| It would still need to be in a place where I am guaranteed to be able to charge my car when I need to |
| Range and usage of the vehicle are also factors that will affect my purchasing of a EV |
| people may not be able to use an electric vehicle without public ev charging point(s) |
| Range apprehension is an obvious factor in the decision |
| It would make it much easier to charge the vehicle and affordable |
| cost |
| Can't afford a new car. I buy second hand cars....which obviously don't have EV. Plus I believe this will the case for a high percentage of people in RCT |
| Its not relevant as we are already fully electric, and we have at home charging so it would have changed it for us but for anyone in a terraced house it would be essential. |
| For convenience purposes. |
| It would make owning the EV more practical knowing there are more chargers available. |
| issues around accessibility and availability of charging points. Concerns around charging times, different charging systems, options and costs |
| We have a driveway. |
| I am also waiting for EV's to become more affordable but it would certainly be good to have local charging points |
| You'd have to sit and wait for the car to charge which wastes time. |

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| Reliable, accessible Public charging points are essential for the development of EV usage. |
| I would like facility dedicated for our household that can be made available as near as possible to my house |
| Pensioners can't afford electric cars. |
| My understanding is that EV cars lose their charge more quickly than the equivalent petrol. As such I feel there needs to be more charging points than petrol stations for driver confidence that they are not going to be 'stranded' during a journey. |
| Please read question 4 comments if no, how likely are you to consider purchasing and electric vehicle. |
| A proportion of my car use involves return journeys of 150 miles to locations in rural Mid Wales. The issue is not local charging but charging in rural areas distant from home. Other journeys involve evening travel often in darkness and bad weather which of course depletes battery levels more quickly. |
| The ability to conveniently and reliably recharge an electric vehicle is essential and at present I do not have this facility at home |
| Would be out of order more often than not as many are now around the country. Due to poor maintenance and vandalism. |
| I will not go to a charging station just to charge a vehicle |
| It would make owning an EV accessible to more people |
| N/A |
| Easily accessible charging points would make an EV a more attractive option |
| Would depend on location and length of time it took to charge. |
| I have my own |
| Would the cost of charging at a public charging point be less than at home charging. We have no control at home prices and companies put prices up everyday. Would there be a consistent price. If I knew what I was paying for each charge at the time of charge I'd be more likely to use a public charging point that a home charging point |
| I live in terraced house and running the cable across a public footpath is dangerous! |
| Make it easier to charge |
| Just like traditional petrol stations, not everyone will be able to fill up at home |
| It may depend on the time needed to re-charge. |
| There is already one not far from me |
| Would consider both cars being electric if more easily accessible charge points were available across all counties. |

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| It would offer a possible charging point however if a number of residents also needed to use the same charging point it is likely that this would not be suitable for me as I work from home and need to be able to leave at short notice. If a communal charging point was not available I might not be able to charge my car and meet my work commitments |
| This question is not relevant as I already own two EV's |
| Ease of use |
| We live on a main road poor access to rear of property to come. |
| If I had difficulty installing or using a point at my home, I would have an alternative. |
| would have to way up the cost against petrol/diesel cars |
| Unable to park outside my home most nights and so charging would be a real issue |
| Whilst I have my own off street parking and charge my EV from my home, my father in law was looking to purchase an EV but as he lives in a terraced house and there were no nearby public chargers he was unable to purchase the EV and went for a petrol version instead. If there was on-street public charging, or funding to provide the chargers that get cabled under the pavements he would have purchased an EV. |
| I already own an EV vehicle but if I didn't, having a public EV charging point near to where I lived would increase the likelihood of me purchasing one. |
| A public charging location would provide mitigation against the failure of my own charger installation (I had a charger installed around 7 years ago but I have had no need for another car until now, the location move of my employer now has me looking for a second car as public transport is no longer comparable in journey time, my wife has always had the primary use of our existing car whilst she travels to work for RCTCBC). |
| I would be able to charge my car at my home as I have a drive, it is the availability of charge points along the road network for when I need to make longer distance journeys (e.g. to North Wales) that would be more important to me. |
| I have one at home |
| because I need regular charging for high mileage |
| As we have a drive we would plan on having a charging point installed at home. However when travelling further afield it will be essential that charging points are available at regular intervals throughout the country. |
| Because I'd be able to charge the vehicle |
| I have off street parking so would not need to use a public charge point - others who don't have a driveway would though |
| In our house we have one ev and hybrid. I have to drive 20 - 30 minutes to charge it on fast charge. |
| I charge from home, but on the other hand if I could not "home charge" then my answer would have been definitely! People need to feel secure in that charging points are at least accessible as petrol stations are. |
| Cannot see how sufficient Public EV charging points can ever be viable for drivers living in Valley streets. |

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| There are double yellow lines outside our house, which are now pointless as it's not a main road anymore so we had planned to buy an electric vehicle last year but couldn't be cause we are unable to park outside our house to charge it. |
| Due to lack of offstreet private parking, a Public EV charging point seems crucial to my likelihood of purchasing an EV |
| As we have our own off street parking, we would most likely install our own charging point. |
| Due to the increasing need to turn to EV or plug in hybrid and the fact that the majority of RCT homes are located in terraced streets with issues around running cables over public foot paths to charge your vehicle the introduction of kerb side of street column charging points are a infrastructure must. If charge areas were to be considered then theses must be secure and monitored. We own a plug in hybrid at present and with our second car due for renewal soon I would like to go to an EV but need the infrastructure to support this move throughout RCT. |
| Availability of a charging point near me would mean I wouldn't have to travel far in order to charge my vehicle. Accessibility to a charging point would offer convenience and definitely increase the likelihood of me getting an EV |
| I have a home charger but when my husband gets an electric car we'll have to take turns charging. Be good is there was a charge point in the area. |
| For me its the main reason I cant get an electric car |
| Its still the cost to purchase these vehicles as the main barrier |
| Read my previous statement again !! |
| Less travel time when I'm guessing it will take ages to charge anyway |
| The cars are too expensive to buy |
| I would like to park my car and van close too the house to charge due to charging issues. |
| Easy to change |
| Better for the environment and remove the use of diesel and petrol vehicles. |
| i live on an estate with over 500 hundred houses with over 1000 cars, not possible to have charging points for all.<br>will the lithium batteries end up in land fill |
| I'd be interested to know how a public EV charging point would work and how it would be charged (cost wise) compared to the cost of charging from your home. |
| Public EV charging points are fine for leisure centres etc but what about when you're parked up overnight? Or need to get somewhere in a hurry - you can't always bank on being able to go to a designated spot to charge, that would be shared with others. |
| There needs to be more than one point locally. |

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| There are a lack of charge points around the entire UK, so it would be very good if RCT led the way in making the required changes for the way things are going in the very near future. Currently if you are unable to install a charge point for your own driveway etc, there would be no feasible way of charging your EV at home. |
| Car would be vunreable to theft parked away from home |
| electric vehicles are not currently practical for my useage |
| There needs to be a charging point outside each property |
| It may make it possible to actually charge it, although I don't see how EV points would be able to be installed on main roads with congested parking. |
| Not many public charging points in the area |
| Depends if it outside my property ,in order to have a e car a designated parking area at each property ,this will only work for one car at that property ,so if there is a number of cars which it is then that a problem ,as I only have one car that would be good ,to unlock a barrier so only I can park and charge . |
| If we did purchase an EV, we could charge it on our driveway, other residents living in terraces only with access to on-street parking may find this whole business much more difficult without a proper infrastructure of charging points built into the kerb-side. |
| I would prefer to use a charging point close to home, instead of using the one at the local supermarket as this will encourage me to go into the shop while the car is charging. I would prefer to charge my car while I am at home so it does not take time out of my busy home life. |
| To reduce our carbon footprint we need to change the way we travel and this is a great way forward |
| Accessibility of charging points would be a contributing factor in my decision to using a Public charging points. |
| Would mean the investment would be less significant. |
| The real convenience of EV's is being able to charge at home. While a public charging station would be useful I would likely have to wait until I have a property with off-road parking to own one. |
| Cost, fear of leaving the car in an area of high vandalism |
| To enable us to use the vehicle with confidence and reduce running costs |
| Ev charge points should be placed near community facilities like sports clubs for example. People go to take part in an activity and could be charging their ev vehicles whilst this happens |
| Super fast charging at numerous in local areas to avoid delays |
| Nothing to stop anyone removing the charging lead |
| I feel that Public EV charging points are open to abuse where people may deliberately vandalise them "just for fun!!!" Also if electric vehicles become prevalent, then all homes should have charging points fitted. Unfortunately in the valleys, this is not practical, or indeed possible. |

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| Although I agree that this would certainly help to remove barriers to buying an electric car, I feel an even bigger barrier is the cost of electric cars. At present they are extortiantely expensive and at this point in time I can't afford one. If prices came down then that would make it far more likely that I, and I assume many others would buy one. |
| Most of the houses in the valleys are terraced houses with no frontage to them where are they going to charge their cars? |
| it will be chaos, there isn't anywhere local to put one. Would require our own |
| If there is one charging point shared between 20 vehicles I may struggle to charge my car when needed |
| It would be difficult for me to currently have a charging point installed in my house as my garage doesn't have good access so I park on the street, if I buy an electric car I would need to acces public charging points so the more the better. |
| There is no parking spaces available by my terraced property |
| I only have on street parking, so need a local charging point |
| No, people have cars for convenience, why own a car that you have to park away from home to charge, then having to walk home, what about disabled people, people with babies and young children? How do you expect them to manage |
| Availability needs to be just like petrol stations with rapid chargers |
| With private off-road parking I can have a domestic wallbox charger fitted where I would charge from most of the time. |
| Not interested in owning one |
| We are motability users and we will only have the option of an EV in 9 years time it is very likely we would choose one before |
| Errr... to charge my car. |
| As it would be in demand |
| There is waste land which could be easily accessed at the rear of my property |
| Because I can charge at home. Having more at shops would be useful |
| I'm not able to park outside of my house due to an oversubscription of parking permits and would be concerned that I'd be unable to charge the car at home. |
| Can't afford an EV |
| I drive a company vehicle. |
| Charging is a real issue for anyone  contemplating getting an ev |
| People always blame the charging infrastructure for why they don't want to consider an EV, or that they don't go far enough. The government is committed to zero petrol/diesel cars in 2030s, we simply have to improve accessibility to chargers for those who do not have off-street parking! |
| I have to think of the distance I can drive on my battery before every journey. |
| More charging points are required to give people confidence that they will not run out of charge on a journey. |

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| I would want my own private charger at home |
| people need charge points, no charge points mean no power. the upper has NO EV points- Shameful!<br>They also must be 50kw points, pointless installing 7kw drip feed. |
| Can't afford one as is, and what's the point in using electric cars if the electricity used to charge the car is generated from non-renewable sources |
| Makes no diffrenec |
| Limit walking ability. |
| Not for me because I have my own point at home, however for visitors to here there is an essential need for public acceyoto charging wherever a car is parked for any length of time |
| There is very limited charging infrastructure in R.C.T. compared to other areas. |
| It's not so much in relation to my residential area, I would want to know that there would be lots of charging points all over the country so that if I was going on a journey, I wouldn't have to worry about getting there and back on one charge. |
| Unable to install charging point in the communal garage. |
| I doubt that a public facility like that will be a reliable solution. |
| I need on street charging facilities |
| I only have on-street parking |
| It depends how accessible they would be, and whether they would meet demand, I.e. you wouldn't have to struggle to access a charging point. |
| It would depend on location and usage/how long it takes to charge etc. If it was only one or two and they took hours to charge, it is likely that the demand would far outstrip what it can deliver and if you can't rely on being able to charge when you want and need it, it won't work |
| As I already have an EV and available charging, this is not a factor that affects me, although I agree that available charging is a necessity for ownership, however a few caveats apply. Charger type needs to be considered in relationship to dwell time (e.g. Lots of 7kW, or even 3kW chargers in places where cars will be parked overnight is very useful) Rapid chargers of 50kW\|+ are great for top ups, or in case of an unexpected journey, when the car is low, but many EV's can consume significant power when parked and idle, so charging once a week at Rapid chargers, whilst better than no charging, is not like filling a car with petrol and leaving it unattended, Some EVs which are left with 80% charge on a Sunday evening, may have well under 50% when used the following weekend. |
| Convenience |
| Not for me but I have a garage. For everyone else it's on street parking on a narrow road of terraced houses, so I would strongly support installation. However i still don't see how it's going to work as there is not enough parking for everyone at the moment. |

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| There are no public fast chargers in RCT. It's a big area with terrace houses, and nowhere to charge. It's that simple |
| I would rather have my own secure charging point at home. |

**Would you be happy to charge your vehicle in a remote hub / location? Please tell us why?**

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| If it is easily accessible |
| Possibly an isolated area, so would feel vulnerable when alone |
| Insurance restrictions and costs |
| concerns regarding theft, having to wait in the vehicle and personal safety if too remote. |
| It would depend on security etc. Also accessibility. Covid has brought out the best and worst of us, if spaces, time etc were limited, or abused, people may show impatience in anti social ways. |
| As long as the remote hub was within a 10 minute walk to my house/work |
| So long as it was adequately secure |
| Safety and inconvenience |
| Place of work of visiting will give me opportunities for a top up |
| My wife is the primary driver, therefore safety reasons |
| I think I would charge mainly at home overnight but happy to charge in a hub location if located in a shopping area etc. |
| Inconvenience and security |
| If it was a speed charging station, then yes. We travel to fill up with fossil fuel now, so why not the same for EVs? |
| Security and convenience of use. |
| If it was on my way somewhere or I was using the facilities somewhere I would be happy to use a remote hub |
| I would have concerns about damage done to the vehicle whilst out of sight from the home. However I understand the publicly provided charging point will not cost myself the initial installation |
| More convenience if more locations are available. |
| inconvenient and what if in use? |
| If I considered purchasing an EV I would want to connect via my household electricy |
| Hassle |

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| if i couldnt have a charging point near my home, then as long as there was an alternative close by, i would definately look at buying an electric car, as my milage is low |
| Because it will enable me to run my hybrid mainly on electric rather than still using unleaded fuel. At the moment I only get approximately 36km(electric battery) out of a 105km which I drive for my routine inspections. In order for my car to recharge I will have to stop al least 2 times along my route to recharge battery. |
| Security of the site would be an consideration. Site accessibility/closeness to my home/place of work or day-to-day business/activity would also influence my decision. |
| If necessary then I would be willing to do so as long as vehicles are protected from interference at the location. |
| Safety and security. |
| Happy to charge away from home, but only if it's relatively quick. Could be problems with personal security with waiting at charging points. Would there be any effect on elect. supply if everyone is charging vehicles over the day? |
| If there were chargers in my place of work then yes of course I'd be happy to charge my car there but if I had to travel to a certain location to charge my car then that wouldn't be convenient for me and therefore I wouldn't purchase an electric car just yet. |
| I am considering buying a vehicle and would need to arrange my visits / breaks around ensuring enough charge for the journey home. |
| Not sure what this entails ? |
| ditto 8 |
| Security issues |
| Depending on where it was and if I was comfortable with it I would do it |
| Aslong as it was accessible it wouldn't matter - I'd be driving a car there, after all!! |
| I would be worried about the security of my vehicle |
| If there are amenities nearby I can use these while the car charges. |
| Fast charging points need to be installed across RCT. Please don't install in places where the charging point is going to be tied up all day by one user - eg a commuter using a space in a train station park and ride location. This will prevent other users accessing the facility. Make sure charging points are in places where people stay for short periods of time - eg costa coffee, KFC, Supermarkets etc - fast chargers where people only stay short periods of time. That way there will be sufficient supply. |

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| If it was at a supermarket, leisure centre or in town somewhere whereI was staying for a period of time, I'd be happy to leave charging |
| Have my own dreive |
| Having time to do that through the week beside shopping working ect it's time consuming. |
| If I couldn't park outside my house I'd use a hub. |
| RCT has a lot of terraced houses, there is simply not going to be the option to add in on street charging points. Normalising the use of a Hub would be a great way of overcoming this barrier for residence. |
| I am the Headteacher of Ysgol Ty Coch Special School and Acting Headteacher of Parklane Special school. We are committed to being an eco-school and would to install some EV charging points in our car parks for staff and the community to use |
| Risk of being broken into. Also if charging overnight and it was needed getting to the car in the dark to these locations would be an issue. |
| If it was at my place of work. Otherwise would prefer to charge at home. Reasons are related to convenience and time it would take to charge vehicle. |
| It depends on the definition of remote.<br>There is waste land areas under my street, which with lighting could be made safe - then yes.<br>Miles away and needing to catch buses in a park and ride - no. |
| Depends how secure the location is. |
| There is already not enough time in the day, and for people to have to go out of their way to travel somewhere and wait for their car to charge will definitely reduce the popularity of EVs. |
| security |
| As long as the charge speed is sufficient and warrants the work. |
| As long as the site is secure and within a short walking distance to my home |
| Unsecured, possible vandalism |
| As above, security |
| Don't want to park away from my house |
| Need to wait |
| See answer to 8 |
| Depends on the location |
| Less convenient. But, having looked online there are real advantages in terms of speed and number of vehicles. Actually looks good. |
| Only if the location was secure or had some sort of cctv. |
| It would depend on how long it took to charge, distance from my home etc |

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| A car is for ease of getting around and being able to just get in and go. If you have to walk 5mins away it would be like catching a train so there would be no need for the car. Then you don't take that transport but get a petrol car instead. |
| A charging hub would be of interest but security of the vehicle would be a concern. |
| Security and convenience |
| Why should i leave the car somewhere when i have a drive? |
| No security for the car |
| No issue which using a shared charging point though cost would have to be as cheap as domestic electricity. |
| Depending on how far away it is |
| Inconvenience |
| If a hub is available this needs to have sufficient capacity to permit in-out charging allowing for time actually connected to the charge point i.e not having to queue for any longer that would be the case at petrol station. |
| Not Practical |
| Depends where it is located - less likely to do so if located in a 'remote or secluded site'. |
| Depends on security and distance. Normally takes a while to charge so if needing to charge once per week, depends how disruptive to life it would be. You don't want to have to plan everything around being able to charge you car and having to wait around with it. Availability of charging at employer would make a big difference. |
| Depends of the availability of free points and security for my car |
| I don’t need to |
| Petrol cars are also fueled remotely |
| I am disabled and can't walk far. |
| If remote does that mean in isolation? If so not particularly safe. |
| Safety concerns |
| Security of vehicle amd convenience |
| What's the point of having a car if you have to walk in bad weather to get it from the charging hub? |
| Providing that there are sufficient points for people to use. Waiting for a place would cause an issue for those who are in a hurry |
| If I own a Car, I want to know that It's safe and secure (to some extent). It also needs to be convenient (which is the point of owning a Car.) |
| Unless all households have them then only solution |
| How is remote defined ie is it a remote place, or something automated? |

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| I do not understand the Question. Can home charging be safely done from a Terrace house ,if it requires a cable crossing the pavement? |
| I need my car available 24 x 7 should an emergency occur |
| Why would I do that? |
| Security risk/higher insurance costs |
| Just build some chargers in rct. |
| depends on how far it is from home/ work. depends on how long it takes. |
| Unsure why this is quantified in minutes walked. |
| I would prefer to have my vehicle outside my house, however I am currently unable to charge it outside my house |
| safety concerns ? what time of day you would be using it |
| If I'm going to charge my electric car I would want something at work or near to my work place, or somewhere there is public assess to shops etc while its on charge. |
| because I do not intend to buy one. |
| Home charger available. |
| I need my car close to my house due to the amount of equipment and other stuff I take with me to work. |
| Remote sounds like in the middle of nowhere |
| Need more information |
| To charge it..... |
| Nice to charge car where you have other facilities like coffee food etc |
| Security concerns |
| Higher risk of it being stolen or meddled with |
| Why would I want to park my car away from my house and leave it open too theft and vandalism. Also where would you build these hubs in the overcrowded side streets of the valley's? |
| Depends how rural / good the area the hun is in |
| Car theft, damage to car and no way to get from home to and from that remote location. Consider disabled drivers and their ability to do this. |
| Have no time to wait at a remote location for my car to charge, to busy to wait due to traveling for work. |
| Needs to be part of life, not an effort to get to |
| for convenience when out shopping |
| I would not want to be inconvenienced by needing to charge my car, it should be accessible as possible rather than having to plan far in advance to charge the car. |
| I'd have concerns over security depending on the location |
| Security, convenience |
| There are enough thefts of items from cars now. An unsecured car and lead would not be safe |

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| Depends on your definition of remote. Just off the beaten track or serial killer country! I wouldn't travel to a location that made me feel vulnerable. |
| The worry would be that someone would un hook the cable and thereby leaving your car short of charge. |
| Depends on where the hub is. I also don't want to be waiting for my car to charge we live busy lives and I cant afford any 'downtime'. Workplace charging would be better. |
| Safety concerns and a small baby to transport back and forth |
| Want to charge outside my home. |
| This would depend on the accessibility of the remote location, transport links to and from the location, the level of security and the speed of charging |
| Unless there was security cameras in operation |
| Depends on location. |
| Convienience, security |
| Would need to be charged at my property |
| I am visualising vast car parks of cars re-charging. We need to reduce car use not increase it which driving to and from remote hubs would do . |
| Risk of vandalism/theft. |
| It will depend on its location and the security of the location |
| No - I want to charge at home and don't want to leave my car anywhere else. |
| Just another added responsibility onto an already busy day |
| IF I could charge up the vehicle while in work, this would be useful |
| safety |
| Depends on how secure the location is. |
| The location would need to be secure and easily accessible - i.e. close to home or workplace |
| It would depend on the facilities there, refreshments, entertainment, work spaces etc. |
| To recharge if required on longer journeys. |
| If the site was secure and safe, then I would be comfortable leaving my vehicle to charge. |
| Inconvenience, safety and security concerns |
| Criminal damage. |
| I would be happy to use this if needed, for example a long journey but would prefer to do it at home probably |
| People could disconnect the charger. Takes too long. |
| Typically, remote locations lack charging facilities |
| Inconvenient, planning, having to wait while being charged |
| Why not. Petrol stations are remote locations/sites. |

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| to inconvenient and plus you have to wait 1 or 2 hours to have 30 miles driving. With a petrol and diesel car you pull up fill up and drive away |
| Vehicle would have to be left for a considerable period of time. Possibility of queuing for use of a charging point. Possibility of vandalism rendering charging point inoperative.<br>There are two many charging station operators often using different connectors and requiring membership of their network before the charging station can be used. There are frequent reports of malfunctioning charging stations. Some use credit cards and others require a phone app. The charging network needs to be rationalised so that everyone can use every charger. Not a happy experience if you travel to, say, Aberystwyth and find that the only charging points are run by suppliers to whom you don't subscribe. What do you do then? |
| Hypothetical question know this is not going to happen |
| Why should i |
| Remote hubs are often better as there is a reduced risk of the spaces being blocked by non EVs |
| N/A |
| Centralised community charging points seem the most realistic solution |
| Security and having children/buggies etc |
| It can take a few hours to charge so how would I be able to stay for that length of time! |
| I would prefer to have space outside my property made a designated parking space to charge my vehicle. |
| Depends on how far as I'm disabled |
| Insufficient i8nformation. |
| Depends on security |
| I would prefer to charge it at home when I can do other things |
| Convenience and poss less busy if remote location. |
| I would only be prepared to charge my car outside my house as I work from home and use my car for work |
| I live in Berkshire but I would love visit Wales in my EV for holidays if the EV charging infrastructure was improved |
| If en route on a regular journey, or town I shop in |
| I will have limited access to my Garage at the rear of my property. |
| I would prefer to charge at home. |
| if within close proximity and was accessible |
| dependant on the location, with a young daughter may not be practical |

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| If it was within reasonable distance and there were facilities there to use whilst charging, i.e. coffee shop or other shops then this would be OK. It would have to be rapid charging though, such as Chademo or CCS chargers. |
| Worried about vandalism overnight if not close by |
| Willing to charge at a hub providing it is possible to walk home , the short distance is a reflection of the wet weather we experience in RCT. |
| Would be happy to charge it remotely if I was at that destination anyway, i.e. at work, supermarket or shopping. |
| Depends on the nature of the location |
| car theft and break in would increase car insurance and cost of excess |
| The hub would have to be near our house and secure to ensure no thefts. |
| I don't see a remote location as a workable solution. Outside people's homes is the best way, eventually. |
| If this hub was somewhere near to where I live or was visiting for another purpose such as shopping tc. |
| I don't know what that actually means? Remote location? not really! |
| Because of time required to fully charge battery. |
| I don't see why I should drive and sit somewhere to wait for my car to charge. |
| I would want the facility to be secure |
| As described above |
| As long as the demand wasn't too high and waiting times long, I think this would be a great public facility and would contribute to a wider consideration of decarbonisation to benefit the local and wider environment |
| Depends on location |
| How long does it take? |
| Possible increase in insurance and for safety reasons |
| Safety/car theft. |
| Security, and accessibility. |
| convivence |
| It would all have to depend on proximity, cost, length of time it takes to charge. |
| If I only have street parking, this would be the only option. |
| Inconvenience |
| while at the shops or gym |
| If battery is low may not have enough charge to get to the hub |
| Not practical for everyone especially people with mobility issues, nor would I want to keep an expensive EV away from my property where it could be damaged or stolen. |
| Asking as the security |

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| Safety of my car |
| Would not feel safe. It would also be less convenient. Happy to do so at supermarket or similar however. |
| Theft. I would prefer to charge my car in a well lit area where I would be confidant to walk home and return to my car without being a victim of crime |
| As above |
| it would be dependant on location. |
| Less convenient with the long charge times and possibly increased costs. Charging at home much more convenient. |
| Have health issues |
| I think charging it locally would be a good option to reduce costs |
| Local community charging area |
| Security issues these cars are expensive |
| Nothing to stop anyone removing the charging lead |
| Because I would be concerned that the charging points would be targeted by vandals. Also, I would not like to leave my vehicle in a remote location to be charged overnight unless there were security precautions in place. |
| I don't know what that is |
| You would not want to leave your car in a remote area |
| im a single parent its not practical |
| Depends on the location and how remote? As a woman, I'd have to feel safe. |
| The reason I would have vehicle is I rely on it for work |
| I don't have the facilities at my home, so happy to drive somewhere to charge- especially if it's somewhere I can park/do something else whilst it's is charging |
| No, especially with the potential risk of cars being vandalised, |
| Charge station with convenience store ' coffee shop would be great |
| Depends on safety etc |
| I can't imagine that having charging hubs in residential areas would do land/house prices any favours. |
| Time it would take. Having to queue . Exposed if late as lone female |
| As a disabled user we would be unable to travel to a charging point |
| I've got used to it. They had a cafe. It was a bit of a social experience |
| Unsure |
| Would not feel safe |
| Would depend on location |
| No EV no need for a charging point |
| If it's not too far, and in a convenient location, it's fine |

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| It depends on whether this is how I'd have to charge every single time, or whether it was mid-journey. Fast chargers, when they work well, can be very good indeed! |
| I think they should have them in all local authority workplaces. |
| Safety. Convenience. |
| Inconvenience |
| Provided that 50kw super chargers (or faster) are installed people can use these like they do petrol stations. Drip feeding is no good put the structure in now so that we are super proofed |
| Not really anywhere suitable |
| Could not see much difference in locations |
| New vehicle lacklustre to be stolen or damaged. |
| Only if it was convenient for wherever I was at the time, a massive advantage of running an EV is the elimination of the need to make special trips to refuel, there is electricity everywhere, it just needs to be accessible for charging wherever I want to park. My car is idle 94% of the time, charging should be available wherever that is, no special trips needed. |
| yes providing its was within walking distance to my house and secure e.g well lit and not in the middle of nowhere. |
| The inconvenience of it not being outside my house. |
| Wouldn't want to leave my EV in an unsafe area. |
| I need quick access to my car do would want charging points very close to my home |
| I am not sure what is meant by 'remote' and in what circumstances I will be offered that: on a regular basis or occasionally, for example while shopping? |
| increasing travel by travelling to a hub defeats the object - I will only use my at home electricity to charge |
| Only if it's rapid charge |
| Being slightly disabled a remote hub would be an inconvenience |
| Unless there was an undercover waiting area where you could get a coffee and keep an eye on your car it would raise the risk of the car being stolen or damaged. |
| Not really sure. Yes but with caveats ie security, time, ease of access |
| Obviously this depends upon the charging type available at the hub and its intended purpose. From my perspective, remote hubs are useful for charging at 50kW or more, whilst on a journey, or if an unexpected trip occurs and a significant amount of charge is required in a short space of time.<br><br>If the intent of the hub was to allow a large number of cars to charge whilst owners slept, or were at work, this would be very useful for those EV owners for whom it was impractical to charge at home, although would unlikely be used by me. |

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| I think people have an unrealistic expectation that everyone should have charging available at home. They not able to fill up petrol at home so why electric |
| Don't know enough about them |
| I would rather leave my vehicle on or outside my property overnight. Charging in a public area while I'm in work or shopping etc would be fine though |

**Any Other Comments:**

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| It is expected that there should be money made to cover the cost of installing such infrastructure, maintenance and the electricity consumed but it has to be reasonable and affordable in order to make it appealing to all. If a service is too expensive and not easily accessible, why would anyone bother making a change. |
| Going from 13p to 26p is a 100% increase, not 50%! I have a hybrid vehicle - not covered in survey. Need access to quick charging points, say 10 mins, for short journeys. Note: battery technology is not good at present, and also environmentally unfriendly. |
| Electric cars are a way of the future and we have to adapt and move with the times. I'm all for electric cars. |
| IF EV are so much better the costs for public charging points should be kept as low as possible to encourage people to buy the vehicles. |
| At the moment I totally agree with the concept of chaning to an EV but in reality its a total non starter ( excuse the pun ) as there is simply nowhere to charge such a vehicle |
| Public charging should be seen as a service (as it is necessary and is also vastly better for the environment and air quality), as such there should be minimum profit, I'd like to see them run as not-for-profits, or by CIC's, so that any profits would be invested back into the local community and further support local environmental issues. |
| Public charging points should be cheaper than home charging, to encourage take-up. |
| It's important to make sure it's easy to pay (contactless payment) rather than using apps or membership cards. |
| 1. Ensure sufficient supply of fast chargers<br>2. Think about location - not somewhere where the facility is going to be tied up over and above what the car owner necessarily needs<br>3. Encourage installation at work places which could then be "booked out" overnight by residents when not needed by staff - eg doctors surgeries etc. |
| Provide support to enable more people to buy them |
| Electric cars are very expensive and I use a work van every day I do hundreds of miles a week id be charging every 2 days |
| 25p per kWh would be reasonable and still cheaper than petrol/diesel. That said, the cheaper the cost the more likely take up of EV ownership. |

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| Most EV drivers are familiar with charging costs, most Motorway service fast chargers are 30p per KWh. 50% is probably acceptable although the figure of 26p is a little high. |
| I am the Headteacher of Ysgol Ty Coch Special School and Acting Headteacher of Parklane Special school. We are committed to being an eco-school and would to install some EV charging points in our car parks for staff and the community to use |
| Some of the streets in RCT are not suitable for charging points. It must be worth looking into other options in conjunction with car manufacturers for easier methods for charging. Laying cables across the footway just causes more disruption to the highway. |
| I think vehicle technology has a way to go before it becomes a widely viable option. When it does however I think that it will be necessary for a significant charging infrastructure to be available, especially in a large county with a large rural community like RCT. A fleet of electric buses and council vehicles would have a significant beneficial impact. |
| If the charger charges at a faster rate than the home charger it become worth paying the extra money for a fast charge |
| It depends again where the profits of this would be going towards. If it is maintenance only 25%, however if the profits were useable by local community groups and or local businesses to reduce the need for travel (and not managed by the council, but a grants team like pen y cymoedd), then 100% would be acceptable - but only if it met all those terms. |
| It may be impractical for every house to have an EV charging point, but unless this is done sympathetically, we will see the poorer households yet again paying more as they would be forced to use more expensive charging points. Inequality is a major problem the world over and if those who can't afford to fit their own EV points end up paying 100% more it would be a travesty. |
| The council shouldn't look to monetise this, but support existing council tax payers in having the choice to have an EV |
| It depends on the speed of the charge. If it takes 8 hours at home, but 2 hours at a charging point then you have to pay for the better service and the costs of the installation. |
| No cost/free |
| Focus on range of vehicles so opportunity charging is not necessary, with charging centred around at home or work place which is less costly than commercial charge points. |
| In ques 12 your arithmetic is odd. 13p plus 50% is 19.5p by my calculation. |
| To get people to invest you have to make it affordable on a daily basis. The vehicles cost enough already so to then there needs to be an incentive to get them to do this. |
| Public charging points should be cheaper not more expensive than at home. |

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| The public need to know about government grants for charging points with off road parking and the council needs to start taking advantage of the funding that they can access. As far as I am aware Western Power are obliged to make any changes required at no cost to residents upgrading fuses or changes to a looped supply are free and funded by UK government. Local power distribution networks such as Western Power are paid to do the work through Government funding. Happy to help create a how to guide in partnership with Friends of the Earth |
| I relation to Q13. A prime promotional point for EV's is the saving in fuel cost over ICE vehicles. Regardless of the trend in EV' purchase costs the premium for charging at a public point must ensure that, that differential is maintained. |
| Can't we charge for free if the charging points were powered by solar panels or wind. |
| If EV is cheaper to run then why wouldn't we wish to own one |
| Unless charging is provided at home i dont think ownership will increase. A lot of the time you cant park outside your home so this will be a big blocker. Good luck. |
| I can't answer the previous question as I don't know how it compares to the cost of a tank of diesel. |
| I do not understand the question.However my military experience of Batteries in Artic conditions makes me fearfull of the effect cold weather causes,as it seriously reduces the Battery storage capacity,so making a long trip could well be a nightmare for many.To rely on Battery power alone....can be a risk? |
| Electric cars are not practical in the valleys with terraced houses the norm. There are enough problems with parking already without having to fight to recharge your car if their numbers increase. I understand the green agenda but in this area electric cars are a long way off being accepted as the are impractical for most people. |

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| Some useful stats for RCT: Approximately 233,900 people live in RCT in 94,533 households. 70% of households own a car and approximately 25% of households own 2 cars. 75% of people use a car to travel for work. While this figures are from the 2001 census stats they're still a useful guide that public bodies use to plan https://senedd.wales/NAfW%20Documents/rhondda_cynon_taf.pdf%20-%2018042008/rhondda_cynon_taf-English.pdf<br><br>Based on the above we can estimate that there were approximately 95,000 cars in RCT in 2001. With car ownership growing in the UK by 2.5% per annum we can assume overall car ownership in RCT is now approximately 145,000 & by 2031 could be as high as 170,000. In 2019 10.3 million cars in were bought in the UK, almost eight million of which were used cars.<br><br>So by 2031 there may be as many as 34,000 new EV cars looking for a charge point in RCT, rather than 8,000. Your conversation is very clearly geared towards putting in place public charge points however you will be unable to meet the projected demand by the end of the first year of your strategy. There are no questions around supporting residents to put in pavement charge points.<br><br>RCT Council "You don't think we're just going to fit EV charge points everywhere!" RCT Resident "Yes. In the end, you will. Because RCT street care & highways simply cannot control thousands of residents, if those resident's all buy EV cars from 2030 onwards and want to install pavement charge points" |
| There should be a minimal difference in cost. |
| Many businesses cars are now ev so they need access to fast charges. |
| it should be the same. |
| Your calculation does not account for capital cost of installation. In addition some people do not have option of installing at home e.g. renters. |
| didn't really understand question 12 as i think the charge should be the same wherever you plug in |
| I think costs should be minimal if you want the public to effectively engage with electric cars. |
| all new shoping malls and housing should inclued public or private access to a charger |
| The general public do not appreciate the cost of installation and service/running of such units. Who maintains them and at what cost? |
| Public accessible charging points should cost the same as in my house, the government will be forcing us to buy electric cars after 2030 so they or you the council should provide us people who don’t have off street parking with a way to charge these cars that we are going to be forced to buy! |
| Would try and charge at home to maximise the savings but i also have solar panels so the energy used could be truly green |
| Penalises people who can’t charge at home |

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| I think that as a council you haven't thought this through, the valleys are one of the most deprived areas in Wales, people only just get buy on the low wages they earn. All of the higher earners that have moved to the valleys because its a cheaper area to live will be fine as they can afford EV's, then the poorer will be left with no work and no money to live because tthey can't afford an EV. |
| Needs to be appealing and relatively inexpensive to encourage people to go electric for the environment |
| Not even 25% when terraced homes and flats without private drives or parking spots have no choice in the matter, and cannot have home charging access. |
| If the authority is genuinely committed to reducing the carbon footprint, public charge points should be part subsidised. I fear the authority will use it as an opportunity to profit from its residents under the guise of a green scheme by charging above cost for the electricity used. We already pay a contribution to the infrastructure via council tax. To make an impact, this needs to be affordable for everyone. |
| I think there should have been an option for question 11 stating the same cost? |
| While I would be looking to buy an electric car by 2030 I am not happy about the safety aspects of them. Batteries are not safe for disposal and cause pollution. Electricity is not so easy to put out in a crash and the people attending would need safety equipment. I think a lot more thought needs to go into the thinking on electric cars |
| How is this greener when the electricity being used may not be from a green scource and the element used for the battery is being dug out of the earth and dredged up in vast quantities in our oceans??? |
| I am concerned that there doesn't appear to be any regulation around costs that you may pay at difference charging points. Costs may go up or down in the future of course. It would be useful if we could have some sort of cost calculator for residents to compare cost of going electric v petrol / diesel. Also - will EV charger energy come from sustainable / green energy sources as otherwise it defeats the overall objective. |
| Your maths in your example is wrong. 100% more is 26p/kwh |
| The increased charge is only acceptable if charge times are faster |
| no |
| Question 12 is numerically incorrect as 50% more than the standard 13p/kwh is 19.5p/kwh; This could skew data. One fear of owning a EV is not charging it the night before and getting stuck someplace with no charge points, therefore, by increasing places with charge points that fear is reduced. |
| The cost of charging at home compared to away is almost irrelevant -- at present we pay for fuel at a fuel station -- the comparison I would need to see is how much it costs to run an electric car compared to a petrol one, taking into account cost of fuel and cost of chargin. |
| To encourage use it would be beneficial to make them more cost effective than home charging |
| important that workplaces have them. |
| If the costs are too high, then the uptake of EV will be limited |
| I would only be prepared to pay the premium as long as my vehicle is in a secure environment |

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| A business, organisation or community based EV leasing scheme would be useful if supported by the Council to set up (and could potentially give greater economies of scale if a community based buy-in / greater demand). |
| Plus Isn't 26p a 100% increase from 13p, rather than a 50% increase.... |
| I asked Andrew Morgan about the developments at the country park and said I trusted there would be electric charge points as part of he redevelopment, and he said yes there would be. None have appeared, and this kind of thing is the very first basic thing to do before thinking about complicated infrastructure - chargers in car parks and destinations. |
| your charging figures and % increase figures are incorrect in question 12 ie. 50% on top of 13p is not 26p that equates to a 100% mark up. For those of us who do not know how many KWh it will take to charge a car, what does this mean in practice of costs to charge a car? How far can you get on a single charge? |
| Can't work in valley terraces |
| Should not be seen as a way to make unacceptable profit margin, let's be mindful electric cars should enhance our move to green environment, not a way to financially gain |
| How many people will not be able to afford these cars? Unemployed, pensioners, single parents etc. |
| I would say 5% for the inconvenience of having to charge the car |
| I remain sceptical about the use of EVs other than for relatively local journeys.<br>The time taken for re-charging mid journey on longer journeys of 150 miles + is a disincentive. The lack of certainty about the location and availability of distant charging points is a concern - see answer to Q10 - as is the prospect of running out of battery charge in isolated locations.<br>The cost of EVs is excessive. The battery technology is not yet perfected.<br>Will the Grid be able to provide sufficient electricity to power all these intended EVs? |
| good ideas for saving the planet but look at the larger picture firstly. This will have little or nil effect on the environment. More public cheaper transport is the way forward and the future. |
| There are too many background costs to the environment with EV to make them a viable option |
| I only pay £5p per KWH at home, but would be happy to pay more for a reliable charger whilst travelling to areas away from home. |
| I would prefer to use one at a shopping centre, school, leisure centre or office |
| Answers my question from above so people who don't have drives are penalised. Shame |
| Make desiccated parking outside your house |
| Cheaper the better |
| I don't know how much it would cost to have a charging point installed in my garage, |
| My son has an EV and it's easier to charge at home and not have to go to a designated charging point and sit waiting for a top up charge |

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| The cheapest at home charger is approx 15p kwh. Some companies give loyalty discount to same price as at home chargers if sign up to scheme. Having a variety of charge points from diff companies would give choice to locals so could choose which company to go with. Would also help to keep cosots down by not encouraging 1 company monopolising the market (like ecotricity having sole monopoly at motorway service stations.... other than tesla points). |
| All public visitor car parks in Wales should have a mix of both 7-22kW fast chargers and 50-100kW rapid chargers and accept payment by card without the need to signup to a charging network |
| I can't quantify what the p/KWh is without understanding more about how much electric is needed for a particular make/model of car and therefore I have chosen the smallest %. I feel this question is not fit for purpose and needs to be amended. |
| the people of the S Wales valleys should not be financially penalized if they do not have access to home charging. Very few terraced houses have drives, garages etc |
| |
| There needs to be more infrastructure to charge from home, so residents can benefit from the low rates available. For residents who live in terraced streets there should either be chargers attached to the street lighting, or each house has a charging point that is cabled under the pavement. The public chargers should be for people to use in an emergency - and they MUST be maintained! many times I have turned up at a charging point very low on battery only to find it to be out of order. This MUST be addressed! |
| 50% more than 13p/KWh equals a total of 19.5p/KWh. 100% more than 13p/KWh equals 26p/KWh. Maybe you intended to mention that charging at home could be half the price of charging in public....? |
| Its hard to say how much higher costs I would pay for public charging without understanding why its needed, as public charging would likely be less convenient than home charging for me.<br>For those who do not have a private drive (who are more likely to be on a lower income) it seems unfair for them to be charged more to drive an electric vehicle. |
| Electric charging points need to be cheaper than filling your car with petrol or diesel otherwise there is no incentive for many people. |
| My home tariff is 5p/kWh ,I wouldn't really be happy with 25% |
| If cost of home charging is less why opt for public charging points. Unless very many of these are made available I would envisage having to queue to charge my car. |
| It would be useful to understand the difference in comparison to conventional fuel costs |
| we went from diesel as a preferred fuel, back to petrol, now lithium batteries what next? number of miles limited to travel before requiring charge, people who line in terraced houses without drives how are they going to cope, the national grid cannot cope now with sudden energy surges, the uk infrastructure does not lend itself to electric cars. better to spend money on improved bus and train services. |

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| Firstly, an additional 50% on 13p/KWh is 19.5p/KWh, 26p is twice that of 13p, therefore it's 100% more.<br><br>I appreciate there would have to be an additional cost to cover the investment in setting up this infrastructure, but it can't be cost prohibitive for people to use them otherwise it defeats the object.<br>It would be helpful for people to know how much on average it costs to fully charge a vehicle of this type in order to base a comparison of using public charging points versus a home unit and that of perhaps running a hybrid. |
| I don't think there should be an additional charge for using a public chargers. We should be encouraging people that owning an EV is becoming a more viable option. We shouldn't discourage people by the increased costs if you do not have access to a personal charge point. |
| The cars are too expensive, |
| Due to the geography of RCT and the fact that many residents park on main roads if all vehicles are electric and charging hubs were installed every 100 yards you'd have a labyrinth of wires that could cause trips and also the potential to become damaged etc. On the other hand if this isn't done then resident wouldn't be able to charge their cars as I can't imagine to many people having access to public car park for charging near their homes, an alternative is that every kerb had a socket installed say every few feet and a central hub in every street or mobile application where the car owner can put in the car details, plug ID number and purchase electricity.<br><br>Happy to help with any further feedback. |
| It as to be cost affective to own one at present they are far to expensive to buy |
| Charging points need to be provided across the borough, street by street in order to cope with the number of electric vehicles that will be on the roads by 2030. Your estimate as to numbers appears to be somewhat low based on the available predictions. So, you would be creating a plan that was under-resourced. |
| I would prefer to charge my car within walking distance of my home. I feel by only having charging stations at supermarkets only encourages people to enter the shop and spend money which they may not have spent, I would also like charging stations to be time efficient for example; if I need to charge my car before work I would have to leave 15-30 minutes earlier where as if I could I do this more locally it would not be wasted time, as I can put my car on charge walk home and return 1/2 an hour later |
| This answer is due to working from home and bills have increased already |
| If it is 13p at home, then 26p is 100% more, not 50% more |
| No |
| Nearly impossible to park as properties are terraced in the Rhondda we would be unable to access install grants so we would be disadvantaged compared to rest of UK |
| It would be good if there was some way to adapt a home electric supply to be the charging point |

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| Less than 25% would be better |
| Depends on the speed of charging, the higher the speed the greater the investment in infrastructure would be required and the more likely someone with a compatible car may be willing to pay to charge at that rate. Also in the question 13p/kWh vs 26p/kWh is an increase of 100% not 50%. |
| There will eventually need to be charging points at every possible location for people with on street parking only. There also need to be an education of residents so we don't wake up after charging overnight to find they have been all unplugged. Possibly the need for marked parking bays in all on street parking locations with kerbside charging points these parking spots should be dual use for fossil fuel cars and ev but the infrastructure does need to be in place before demand outstrips supply. Anyone with off-street parking should be encouraged to add charging points for themselves. Its simple maths that if currently say 50% of owned vehicles are less than 10 years old then it stands to reason that by 2040 50% of cars owned in rtc will be EV as that is all people will be able to purchace as new. So simply put if there are 50,000 cars in RTC then within 20 years you are going to need 25,000 charging points.from a cost perspective why should someone who has to use on street charging be charged more than someone with a drive. From an infrastructure installation perspective if you need to place one then why not place 20. Run the cables and install the points. Mark the EV only ones in one colour and the ones that anyone can park in in a different colour eg blue for EV and white for anyone. The same as disabled parking but this needs to be enforced to discourage inappropriate parking. This is also only a solution for.plug ins. There will be self driving and induction charging so are there going to be induction coils built into the main roads that will charge the cars as they drive down them. Or designated induction points so that the self driving cars can go to them in the evenings charge and then drive back to the home owners place so the next one can go to it and charge by them selves. |
| Need to consider making access for traditional properties |
| If the charging points in say shops where fast charging I would be more inclined to use them |
| There would have to be so many accessible charging points that it would be impractical in this area.<br>Some people have more than one car.<br>Better to have a much improved network of small electric buses to transport people.<br>There seems to be an assumption that everyone can changeover to EV.<br>The needs of Elderly citizens, ,those on low incomes, disabled people do not seem to be considered. |
| Octopus were doing home charging for 5p/KWh. |
| As EV take-up increases, charger pricing SHOULD come down to be more competitive. 40% of households have no access to off-street parking, so for EVs to ever be fully successful, chargers need to be commonplace and affordable, or people will not want to switch from their ICE cars |
| I would happily pay more to use a faster charge point in a public location |

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| They need to be placed at all service stations and petrol stations. |
| Most Valleys streets will need to use public charge hubs dont price people out of the market. Take a look at ChargePlacesScotland. Most of their charging network (which is expansive and inclusive and growing daily) is free of charge with a £20 annual fee for a RFID card. Not all are free but their EV network is huge. Also look at such things as Falkrik EV Hub we have plenty of room to create such facilities. In strategic locations RCT could be cover with 5 good and substantial hubs |
| Disabled car, very limited parking here, if you implemented no parking on pavements as recently suggested, will not be able to charge car anywhere near my home without considerable inconvenience. |
| I would quite happily pay up to 26p kwh providing the charge point is reliable and conveniently situated to my property. |
| As low as possible. |
| I really wish to embrace electric cars but fear that increasing demands for power will hike up the cost of electricity at home. This may affect poorer people. |
| Public charging facilities should be made cheaper than home ones in order to become attractive. |
| none of the above - it needs to match at home costs |
| If the government are intent on addressing pollution and climate change, the infrastructure has to be properly planned and fit for purpose. The target for EV's is not realistic until the public are confident that infrastructure is fully in place. The current situation does nothing to encourage me to buy an electric car. I now have a self charging hybrid which I see as an acceptable compromise to reduce emissions. Electric cars are also extremely expensive. |
| (psst..50% more than 13p/kWh would be 19.5p/kWh. 26p is 100% more.) |
| Excellent opportunity for town centres to compete with supermarkets. Good charging facilities will attract shoppers to stay longer while improving air quality |
| The biggest barriers to EV for me personally are range and vehicle cost not charging. However with the houding stock in RCT i simply don't get how charging is supposed to happen.<br>Someone more creative than me will need to explain how the majority of the populace with 2 cars and a van, or similar, is supposed to manage an EV with their current charge requirements |
| Why should public fast charging be so expensive. RCT have agreed to all the wind turbines on our landscape, surely this should let the public have cheaper electric |

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RHONDDA CYNON TAF

**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**CLIMATE CHANGE CABINET STEERING GROUP**

**14TH JUNE 2021**

# THE QUEEN'S GREEN CANOPY PROJECT 2021-22

**REPORT OF DIRECTOR PUBLIC HEALTH, PROTECTION AND COMMUNITY SERVICES IN DISCUSSION WITH THE CABINET'S CLIMATE CHANGE CHAMPION (CLLR RHYS LEWIS)**

**Author: Louise Davies, Director Public Health, Protection and Community Services & Elizabeth Dean, Environment Planner**

## 1. PURPOSE OF THE REPORT

1.1 The purpose of the report is to inform the Steering Group about the Queen's Green Canopy Project and seek support for the Council to participate in the initiative to celebrate the Queen's Platinum Jubilee in 2022.

## 2. RECOMMENDATIONS

It is recommended that the Steering Group:

2.1 Consider and comment on the proposal set out in this report.

2.2 That the feedback from the Steering Group is reported to Cabinet for consideration.

## 3. REASONS FOR RECOMMENDATIONS

3.1 To enable the Steering Group to consider the opportunities for the Council, Businesses, Community Groups and Individuals in Rhondda Cynon Taf to participate in the national tree planting initiative, which aims to create a sustainable legacy in honour of the Queen.

## 4. BACKGROUND

4.1 To mark the platinum Jubilee in 2022, Her Majesty the Queen has recently launched the Queen's Green Canopy (QGC), to celebrate 70 years of service to the Nation. The Queen's Green Canopy (queensgreencanopy.org)

4.2 The campaign is focused on the role of trees and woodlands in enhancing our environment and includes elements of sustainable planting and the protection of ancient woodland and veteran trees. An Overview of the Project by the Queen's Green Canopy Board is provided in Appendix 1. Individuals, schools, communities, groups, businesses, and local authorities are being encouraged to get involved.

4.3 The QGC Project was officially launched on the 17th May with the Community Engagement phase running between May and October 2021 to coincide with the commencement of the tree planting season between October 2021 and April 2022. An Official National Celebration Weekend for the Platinum Jubilee will take place between the 3-6th June 2022 and a further tree planting phase will commence in October 2022 until the end of the Jubilee Year.

4.4 From the 'Nature's Assets' report to this Steering Group on the 16th November 2020, members will be aware that about a third of the County Borough is already wooded and that protecting our existing woodland, including ancient woodland is a priority. https://www.rctcbc.gov.uk/ClimateChangeCabinetSteeringGroup/2020NaturesAssets The preference for new planting in RCT is to focus on urban areas, where the greatest 'climate' benefits for local residents can be achieved, without threatening other important carbon storing and biodiverse habitats in the countryside. This approach should be maintained while participating in QGC.

4.5 An initial search of Council owned land to establish the extent of ancient woodland (sites that were wooded in 1600) is underway and these could be a focus for community and Council action. A procedure to assess applications to plant trees on Council owned land is also proposed. This would ensure sustainable planting notably; '*the right tree in the right place'*, the longevity of the proposed tree, as well as ensuring that the maintenance and management implications for the Council have been considered and that there is community support.

4.6 The Council may wish to consider planting a civic tree to commemorate the Jubilee. Careful site selection would be required to enable a long lived and eventually large specimen tree to be accommodated. If a suitable site can be identified this could be a focal point for Town Centre regeneration, contributing to COVID recovery and climate change objectives.

## 5. EQUALITY AND DIVERSITY IMPLICATIONS / SOCIO-ECONOMIC DUTY

5.1 There are no equality, diversity or socio-economic implications arising from this report.

## 6. WELSH LANGUAGE IMPLICATIONS

6.1 There are no welsh language implications arising from this report.

## 7. CONSULTATION / INVOLVEMENT

7.1 A fundamental aspect of QGC, is public and community engagement to maximise participation in the project, to raise environmental awareness and the extent of tree planting achieved. It is proposed that the Council would establish engagement with residents and groups through use of the new engagement Tool- Let's Talk RCTCBC . This platform could be used to promote the tree planting locations identified from the work outlined in paragraph 4.5 and to encourage public participation in organised tree planting activities at these locations. This will ensure the location of all green projects is managed and that they are compatible with the wider climate change objectives.

7.2 A wider communication strategy including use of social media networks would ensure broader awareness of QGC and encourage participation through the range of resources available on the QGC website and through the Partners to the Project. Communication approaches could specifically target Schools to promote the involvement of future generations in the Project.

## 8. FINANCIAL IMPLICATION(S)

8.1 There may be financial implications from participation in the Queen's Green Canopy Project, which will be determined by the extent of involvement planned. In order to be sustainable and complimentary to the green infrastructure approach previously set out by the Council, any tree planting should comprise larger trees and species that are appropriate for each location, which may be more expensive than planting saplings.

8.2 Community Groups and Schools may be able to secure sapling trees free of charge from the Woodland Trust, which is a partner of the QGC Project. This approach can present increased, ongoing management and aftercare costs for the Council however while the trees become established and they have a higher risk of natural failure.

## 9. LEGAL IMPLICATIONS *OR* LEGISLATION CONSIDERED

9.1 There are no legal implications arising from this report.

## 10. LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.

10.1 Participation in this Project would build on the Nature's Assets proposals previously reported to this Group and to Cabinet. It would also contribute to the Council's Corporate Plan priorities, in particular the goals linked to ensuring RCT is a sustainable County Borough.

10.2 As a legacy Project, QGC is by it's nature a long term programme being delivered collaboratively across the UK and with the aim of enhancing our natural environment and protecting a network on 70 ancient woodlands. To that end it will demonstrate the five ways of working set out in the Well-being of Future Generations Act, while also contributing the Resilience and Global Responsibility goals of the legislation.

## 11. CONCLUSION

11.1 This Council has already set out it's commitment to increase our green infrastructure as part of the wider Climate Change Strategy. Participation in this national tree planting project offers a good opportunity for the Council, public and community groups to get involved in a sustainable programme that would make a contribution to the Council's climate change priority.

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THE QUEEN'S GREEN CANOPY

THE PLATINUM JUBILEE 2022

# Project Overview

## Vision

The Queen's Green Canopy (QGC) will see communities, charities, schools, youth groups, councils and landowners planting trees across the four nations to create a lasting legacy in honour of The Queen's leadership of the Nation, that will enhance our environment and the landscape for generations to come. This vision is captured in the QGC call to action, "Plant a Tree for The Jubilee".

## Approach

The Platinum Jubilee offers a unique opportunity for people to unite in celebration of Her Majesty's lifetime of service. All across the United Kingdom, people will be encouraged to "Plant a Tree for the Jubilee", encouraged to plant healthy trees so that they thrive and grow to maturation. The emphasis here is on quality not quantity – our aim is to plant the right tree in the right place and at the right time.

Led by an Executive Team and supported by the charity Cool Earth, the Queen's Green Canopy will see all counties of the UK being invited to create a network of individual or specimen trees, tree avenues, copses and woodlands. Planting new trees may take the form of:

- A Platinum Jubilee Avenue of medium-sized or large trees. Ideal for cities, large estates, new housing developments and parishes.
- A Platinum Jubilee Copse on private land or land allocated by the County or Council.
- A Platinum School Tree - schools in the UK will be offered a tree for the students to plant (provided free of charge).
- Platinum Jubilee Community planting project for youth groups, Parishes, Residents Associations. Community planting packs are available through the Woodland Trust or community groups may wish to purchase trees from approved suppliers.
- Ancient Woodlands and Veteran Trees with historic links will also be conserved through dedication to The Queen's Green Canopy.

The majority of the work will be channelled through one of the following workstreams:

- Stewardship – to encourage a model of stewardship that ensures local communities take responsibility for afforesting public spaces.

- Conservation – to protect ancient woodland through a programme of permanent, living tree dedication.
- Urban Greening – to create prominent tree displays in towns, cities, and deprived urban communities, including majestic avenues.

The dual impact of the climate emergency and the Covid-19 pandemic are at the forefront of our planning and make this project particularly resonant.

## Timeline

To build interest and maintain momentum in the lead up to the official Platinum Jubilee celebrations planned for June 2022, a phased campaign will be planned. This will comprise:

1. Soft launch (executed December 2020)
2. Official Launch – RHS Virtual Chelsea Flower Show (17-21 May 2021)
3. Community engagement phase (May 2021-October 2021)
4. Planting phase: (October 2021-April 2022)
5. Platinum Jubilee Official National Celebration Weekend (3/4/5/6 June 2022)
6. Planting phase: (October 2022-December 2022)

## Partners

Collaboration is central to the QGC. We are proud to partner with the following charities, social enterprises and Government Departments to help us plant and protect trees across the UK.

**Cool Earth**
Cool Earth is the international climate charity working alongside communities living in the world's most threatened rainforest. Building on the successful Queen's Commonwealth Canopy (QCC) project, Cool Earth are the hosts of The Queen's Green Canopy, enabling the initiative through the provision of necessary infrastructure.

**The Woodland Trust**
The Woodland Trust is the largest woodland conservation charity in the United Kingdom, with over 500,000 supporters. The Woodland Trust works in support of a UK rich in native woods and trees for people and wildlife. In addition to sharing their expertise, the Trust has committed three million free saplings to schools and communities across the UK as part of the QGC initiative.

**The Royal Horticultural Society**
Committed to inspiring a passion for horticulture, the Royal Horticultural Society (RHS) is the UK's leading gardening charity. The launch of the QGC coincides with the start of the RHS's virtual Chelsea Flower Show. The RHS will also be supporting the QGC during the physical event in September. As Patron, The Queen typically visits the flower show alongside Members of the Royal Family.

**Trees for Cities**
Trees for Cities (TfC) is a national charity operating in towns and cities across the UK with the goal to create healthy, accessible, functional and resilient urban forests for today and for future generations. TfC will support the delivery of the QGC programme in urban areas, helping to target places of greatest social and environmental need.

**The Forest Canopy Foundation**
The Forest Canopy Foundation (FCF) is made up of independent private sector forestry companies who manage an innovative scheme, combining public and private finance and landowner interest to achieve woodland planting that all can be proud of. The FCF will provide expert advice for companies wishing to participate in the QC initiative, particularly those who wish to do extensive planting.

**DEFRA**
The Department for Environment, Food and Rural Affairs (DEFRA) are the Government department responsible for safeguarding our natural environment, supporting our world-leading food and farming industry, and sustaining a thriving rural economy. Trees planted as part of the QGC initiative will contribute to the UK Government's tree planting and woodland creation commitments.

There are many other excellent tree planting and forestry organisations and charities that we have reached out to. We believe that people taking action in the places where they live and work is a powerful force for change so through all of our partnerships we look to achieve local impact.

# Outcomes

## 1. Stewardship

What distinguishes the QGC from many tree-planting initiatives is the emphasis on stewardship. We believe that when you plant a tree you cannot merely plant that thing in isolation, but must also steward the environment around it, and within it, so that the larger world at that one place becomes more coherent, and more whole.

The goal is to plant many trees well in celebration of the Platinum Jubilee. The emphasis however is on quality not quantity. It is expected that each county will have at least one significant planting, such as a new majestic avenue or new woodland/copse in Her Majesty's name. The QGC website will display advice on how to plant, when to plant, and a list of accredited Plant Healthy tree nurseries which will supply disease and pest free trees.

Ultimately, the QGC will lead – not by simply supporting existing projects but by actively shaping new ones. To achieve this goal, we will invest in technical training and green apprenticeships. Ability, local knowledge and experience are all important.

### Outputs

- To create a model of stewardship that advises on how to plant, when to plant, and what recommended soil type to use.
- To create a pilot tree planting and forestry training programme for unemployed young people aged between 16-24 through specialist environmental college Capel Manor College.
- To build confidence and technical know-how through tailored volunteering programmes.

## 2. Conservation

Ancient woodland, rare habitats, woodland floors and veteran trees are all irreplaceable. These natural wonders deserve protection, not merely for the sake of combating climate change, but also because of the great abundance of life thriving under the ancient canopy.

By dedicating 70 ancient and veteran trees to Her Majesty The Queen, we will encourage trusteeship of these precious habitats, channeled towards the maintenance of the natural environment.

Our aim is to pass on to future generations – and if possible to enhance – the natural landscape and ecology of which we are the temporary trustees. Such dedications are a source not only of enjoyment but also of pride: they create new landmarks to which visitors make their way because they can see the significance behind them. Dedications provide a foundation both for a celebratory approach to trees and a conservationist approach to the land.

### Outputs

- Through the dedication of trees in honour of Her Majesty The Queen, the QGC will create the incentives to conserve, rather than to deplete, the natural resources on which we collectively depend.
- Each dedication will be marked by a special commemorative plaque and will be uploaded onto a map of the UK to track all QGC projects over the two-year period.

## 3. Urban Greening

Another focus of the QGC will be planting in cities and the most disadvantaged urban communities. The QGC will partner with Trees For Cities to work collaboratively on urban

greening projects. Now more than ever, people want to address the ills associated with congested, concrete-ridden neighbourhoods. From draping plants and skygardens, to pocket parks, to tactical urbanism, many cities have been eager to showcase new, unconventional and innovative solutions to urban sprawl

These are all small-scale projects, but they are meaningful, and could, if replicated more widely, change the face of the country for the better. Here, our long-term goal is to inspire more urban tree-planting, not just because trees are beautiful, but because cities realise that trees are an important part of resiliency, health, and happiness. This is something the Covid-19 pandemic has demonstrated compellingly, as we seek solace from the nature around our homes and in our cities.

### Outputs

- To plant trees in urban areas, including majestic avenues with mature trees through business and on local authority parkland.

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