



CYNGOR BWRDEISTREF SIROL
RHONDDA CYNON TAF
COUNTY BOROUGH COUNCIL

COMMITTEE SUMMONS

C Hanagan
Service Director of Democratic Services & Communication
Rhondda Cynon Taf County Borough Council
The Pavilions
Cambrian Park
Clydach Vale CF40 2XX

Meeting Contact: Ms J Nicholls - Democratic Services Officer (01443 424098)

YOU ARE SUMMONED to a hybrid meeting of the **OVERVIEW AND SCRUTINY COMMITTEE** to be held on **THURSDAY, 9TH DECEMBER, 2021** at **5.00 PM**.

Non-Committee Members and Members of the public may request the facility to address the Committee at their meetings on the business listed although facilitation of this request is at the discretion of the Chair. It is kindly asked that such notification is made to Democratic Services by Tuesday, 7 December 2021 on the contact details listed above, including stipulating whether the address will be in Welsh or English.

AGENDA

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No's**

SCRUTINY RESEARCH

A scrutiny research facility is available within the Council Business Unit to support Members' scrutiny responsibilities and their roles as Elected Members. Such research strengthens scrutiny Committees work programmes to ensure outcome-based topics are identified. For any scrutiny research requirements please contact Scrutiny@rhondda-cynon-taff.gov.uk

1. DECLARATION OF INTEREST

To receive disclosures of personal interest from Members in accordance with the Code of Conduct

Note:

1. Members are requested to identify the item number and subject matter that their interest relates to and signify the nature of the personal interest: and
2. Where Members withdraw from a meeting as a consequence of

the disclosure of a prejudicial interest they must notify the Chairman when they leave.

2. MINUTES

To approve as an accurate record the minutes of the following Overview & Scrutiny Committees:

- Overview & Scrutiny Committee held on the 21st September 2021
- Special Overview & Scrutiny Committee held on the 12th October 2021

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3. CONSULTATION LINKS

Information is provided in respect of relevant [consultations](#) for consideration by the Committee.

4. UPDATE REPORT ON ELECTRIC VEHICLE CHARGING STRATEGY & IMPLEMENTATION PLAN

To receive the report of the Director of Corporate Estates providing Members with an update on the work undertaken in developing a Council Strategy for Electric Vehicle Charging (EVC).

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5. TO REVIEW THE OVERVIEW & SCRUTINY COMMITTEE WORK PROGRAMME 2021-22

To undertake a review of the Overview & Scrutiny Committee work programme following consideration of the draft Cabinet forward work plan for the 2021/22 Municipal Year.

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6. SCRUTINY WORKING GROUP RECOMMENDATIONS

To receive the report of the Service Director Democratic Services & Communications in respect of the Scrutiny Working Group –“The development of future transport infrastructure in response to the South Wales Metro”

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7. CHAIR'S REVIEW AND CLOSE

To reflect on the meeting and actions to be taken forward.

8. URGENT BUSINESS

To consider any items, which the Chairman, by reason of special circumstances, is of the opinion should be considered at the meeting as a matter of urgency.

Service Director of Democratic Services & Communication

Circulation:-

The Chair and Vice-Chair of the Overview and Scrutiny Committee
(County Borough Councillor M Adams and County Borough Councillor W Lewis respectively)

County Borough Councillors: Councillor J Bonetto, Councillor J Brencher, Councillor G Caple, Councillor A Cox, Councillor M Griffiths, Councillor G Hughes, Councillor J James, Councillor P Jarman, Councillor D Owen-Jones, Councillor W Jones, Councillor S Rees and Councillor E Stephens

Non-Committee Member -Councillor M Webber

Christian Hanagan, Service Director of Democratic Services & Communication

Education Co-Opted Members for information:-

Mr M Cleverley

Ms A Jones, Representing UNITE

Mr C Jones, Representing GMB

Mrs C Jones, Representing the National Union of Teachers and Teachers' Panel

Mr D Price, Representing UNISON

Mr J Fish, Voting Elected Parent / Governor Representative

Mr A Rickett, Voting Diocesan Authorities' Representative

Mrs R Nicholls, Voting Elected Parent / Governor Representative

Mr L Patterson, Voting Elected Parent / Governor Representative

Chair of the Governance & Audit Committee, Mr C B Jones

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RHONDDA CYNON TAF COUNCIL OVERVIEW AND SCRUTINY COMMITTEE

Minutes of the virtual meeting of the Overview and Scrutiny Committee held on Tuesday, 21 September 2021 at 5.00 pm.

County Borough Councillors - Overview and Scrutiny Committee Members in attendance:-

Councillor M Adams (Chair)

Councillor W Lewis	Councillor J Bonetto
Councillor J Brencher	Councillor A Cox
Councillor P Jarman	Councillor D Owen-Jones
Councillor W Jones	Councillor S Rees
Councillor E Stephens	

Officers in attendance:

Mr C Hanagan, Service Director of Democratic Services & Communication
Mr R Waters, Service Director Frontline Services
Ms J Thomas, Customer Feedback, Engagement and improvement Manager

Other Members in attendance:

County Borough Councillor T Williams – Vice Chair of Public Service Delivery, Communities & Prosperity Scrutiny Committee
County Borough Councillor E Griffiths

Also in Attendance:

Mr Gareth O'Shea – Executive Director of Operations, Natural Resources Wales.

1 Apologies

An apology for absence was received by County Borough Councillors G Caple, G Hughes, M Griffiths, J James and from Mr J Fish, Voting Elected Parent / Governor Representative

2 Scrutiny Research Facility

The Chair advised Members of the Committee that the scrutiny research facility is available within the Council Business Unit to support Members' scrutiny responsibilities and their roles as Elected Members. Any requests should be directed to the scrutiny inbox.

3 Declaration of Interest

In accordance with the Council's Code of Conduct, there were no declarations made pertaining to the agenda.

4 Minutes

It was **RESOLVED** to approve the minutes of the Overview & Scrutiny Committees held on the 5th July and 16th July (Special Meeting) as an accurate reflection of the meetings.

5 Consultation Links

Members acknowledged the information provided through the consultation links in respect of open consultations, Welsh Government consultations and those matters being consulted upon by the local authority.

6 Response from the Minister for Climate Change

The Service Director Democratic Services & Communications referred Members to the letter received from the Minister for Climate Change, Julie James MS as a formal response to Committee's request for further clarification on the WG intentions regarding the regulation of coal tip safety in Wales.

Members were advised that the letter clarifies the points raised by Committee whilst it formulated its responses to the consultation on the regulation of coal tip safety in Wales. It was **RESOLVED** to note the response.

7 Customer Feedback Scheme - Comments, Compliments and Complaints - Annual Report 2020/21

The Service Director Democratic Services & Communication presented his joint report with the Service Director, Community and Children's services in respect of the customer feedback scheme – comments, compliments and complaints annual report 2020/21.

Members were asked to consider the overview of the operation and effectiveness of the Council's Customer Feedback Scheme (CFS) between April 1st 2020 and March 31st 2021 and provide their comments on the background of the Customer Feedback Scheme together with improvements for 2020/21 and future developments which was provided by the Customer Feedback, Engagement and Improvement Manager at the meeting.

Members praised the staff responses during the recent challenging period for managing customer complaints and queries in a service which had seen a reduction for the second year in the number of complaints remaining open at the 6-month period from 2.4% in 2019/20 to 2.2% in 2020/21 and where 61% of complaints were dealt within 10 working days compared to 56% in 2019/20.

In response to a query regarding the reasons for the slower than anticipated progress in developing the customer feedback scheme, the Customer Feedback, Engagement and Improvement Manager cited the prioritisation of front-line services and the delivery of community support during a challenging period. However, there have been opportunities to assess what has worked well and identify areas than require further improvement in advance of the expected

timescale for improvements to the new system and delivery by April 2022.

An explanation was provided to Members in respect of the unspecified complaints (351 in total) which can currently drop out of the system during the referral stage although this is an area which will be supported by the new system going forward. The Customer Feedback, Engagement and Improvement Manager advised that complaints via the social media platforms are filtered initially by the social media team. Such has been the volume and frequency of information published by the Council regarding the pandemic and covid restrictions, there have been very few complaints via social media relating to the pandemic. In addition, RCT has a very good process/policy in place for dealing with 'unreasonable customers' and mechanisms in place to protect staff in the event of persistent and unreasonable complaints.

RESOLVED to:

1. Acknowledge the work undertaken by the Customer Feedback and Engagement Team and the relevant legislative changes and new reporting requirements as a result of changes to the powers of the PSOW; and
2. Receive an update to the Overview & Scrutiny Committee in due course in respect of the improvements that have been made to services and planned developments via the Customer Feedback Scheme Comments, Compliments and Complaints report.

8 Corporate Joint Committees - Draft Statutory Guidance for the Establishment of CJC's

The Service Director, Democratic Services & Communications presented his report which sought Members' feedback on the consultation initiated by Welsh Government on the draft statutory guidance for the establishment of CJC's. He commented on the opportunity before Members to contribute to and tweak the draft statutory guidance for the establishment of Corporate Joint Committees and on the continuing need for further robust guidance in respect of the overview and scrutiny arrangements.

The Service Director advised on the recent report to the Cardiff Capital Region Regional Cabinet which considered the preferred governance, delivery option and transition model of the Corporate Joint Committees, that being the 'lift and shift' model with the 10 Leaders of the constituent authorities considering the model and due to receive further updates in due course.

Members discussed a number of issues contained within the draft guidance such as the need to ensure staff receive the appropriate level of protection under Section 101 and 105 of the Local Government Act 2000 and pointing out that one member of the Governance & Audit Committee will not come from the County Council or CBC in Wales. They raised concern regarding the voting arrangements in the case of changes to the political balance or a new incoming administration.

Members sought clarification on the following, that '*a CJC standards committee*

will be required to hold at least one meeting during every 12- month period after 31 December 2021' and queried whether that was a typographical error within the draft guidance.

Further information was also sought on the '*provisions in section 5 of the Local Government and Housing Act 1989*' which it was confirmed would be circulated to all members of the Committee following the meeting.

Members raised concern, as they had done previously, regarding the ambiguity of the overview and scrutiny arrangements, of the role of the new Standards Committee and the allowable 'twin-hatting'.

Following consideration of the report, Members **RESOLVED** to authorise the Service Director Democratic Services & Communications, in consultation with the Chair of the Overview & Scrutiny Committee, to convey the comments and responses of committee members to Welsh Government prior to the consultation closing on the 4th October 2021.

9 Section 19 Flood Investigation Report

The Service Director Democratic Services & Communications presented the Overview Report and the Flood and Water Management Act 2010 Section 19 Flood Investigation Report (Pentre) and sought Members' comments on the actions to have arisen from the recommendations contained in the review of the Council's response to Storm Dennis which were reported to Cabinet on the 18 December 2020.

The Service Director reminded Members of the Overview & Scrutiny Committee role in scrutinising the Council's response to the severe flooding experienced during 2020 and of the proposal that the monitoring of progress updates would be scrutinised by the Overview & Scrutiny Committee moving forward.

The Service Director Frontline Services provided a high- level summary of the reports before Members' and outlined the principles and purpose of the Section 19 statutory reports and role of the partner agencies Natural Resources Wales (NRW) and Dwr Cymru Welsh Water (DCWW). He advised that the Executive Summary provides an overview of the factual information and methodology behind the report which, as a result of the extensive evidence gathering, had identified the main source of flooding as a significant blockage by woody debris at the Pentre Road culvert inlet to the north of the village, which resulted in water flowing down Pentre Road onto Elizabeth Street and Queen Street towards the lower streets of Pentre.

The Service Director referred Members to Tables 4 and 6 within the report which set out a summary of the source(s) and possible cause(s) of flooding in Pentre during the flooding events of 2020 and highlighted the subsequent recommendations provided by the Lead Local Flood Authority (LLFA) to be considered by the relevant Risk Management Authority identified in response to the source(s) of flooding in Pentre.

The Service Director Frontline Services advised of the actions the LLFA has undertaken, as responsible Risk Management Authority, in relation to the ordinary watercourse and surface water flooding which occurred at Pentre during the February and June flooding events. He also clarified the role and responsibilities

of the partner agencies, Natural Resources Wales (NRW) and Dwr Cymru Welsh Water (DCWW) in relation to the flooding, highlighting that NRW was not involved as an FRMA in this instance but as the woodland estate manager for Welsh Government land to the east of Pentre, including the culvert inlet that blocked above Pentre Road.

Mr Gareth O'Shea – Executive Director of Operations, Natural Resources Wales advised that Natural Resources Wales has undertaken a comprehensive internal review to identify the lessons to be learnt, what went well and what did not, and improve the way NRW operates in the future by working in conjunction with partners. He acknowledged the extent of the storms and the exceptional and intense rainfall which occurred at the time and the scale of the storms which are likely to increase in the future.

Members of the Overview & Scrutiny Committee were afforded the opportunity to ask questions of the Officers present.

The Chair raised concern with the early warning systems in place and asked for an update in respect of actions to improve them. He also queried the location of the monitoring stations in the Rhondda Fach.

The following queries were raised:

- What was the 'chain of command' during the flooding events and was an activity log completed highlighting individual responsibilities
- A report to the WLGA Leader's meeting on the 28th May 2021 (entitled Natural Resources Wales (NRW) –Interface with Local Authorities) It was resolved that '*Members agreed unanimously to write to Welsh Government requesting that the role, function and purpose of Natural Resources Wales be reviewed*'- can a copy of the letter and any associated responses be shared with the Scrutiny Committee?
- Can Scrutiny also have sight of the draft Section 19 Flood Investigation Report (Pentre) that caused NRW to respond by means of the circulated statement?

It was confirmed that the draft Section 19 Flood Investigation Report (Pentre) was shared with NRW for factual accuracy and that partner agencies meet regularly as a Flood Board to ensure the coordination of strategic matters.

The Service Director Frontline Services advised that the SLT Officers and many others were present at 6am in Abercynon Depot and Tonypandy Fire Station, responding to the event and coordinating from these locations. He added that the Section 19 report is founded on the Source Pathway and Receptor model which is based on cause not reaction to the unprecedented events. NRW confirmed that they received the Council's draft Section 19 report on the 24th May 2021 and responded on the 10th June 2021.

Members noted the responsibility of NRW with regards to the fluvial and coastal flooding and sought clarification as to whether any advanced research and studies had been undertaken by NRW on the potential for flooding and what data can be shared from future academic studies?

The Executive Director of Operations, Natural Resources Wales advised that NRW within the Flood & Water Management Act for fluvial and coastal flooding

has a duty to issue flood warnings and maintain a flood warning system and to maintain defences in areas where defences already exist. The current standards to which NRW build defences across the fluvial network are 1 in 100 standards on rivers and 1 in 200 on coastal areas. The Executive Director commented that this event exceeded those standards and one of the key conclusions within the NRW report is undertaking national conversations across Wales about managing these standards in the future.

In response to queries regarding NRW resources and staffing levels, Members were advised that there are between 60-70 full time members of staff within the flood risk management division of NRW and additional funding has been sought from Welsh Government, some of which has been received, to improve NRW operational responses. The Executive Director of Operations, Natural Resources Wales commented that NRW is able to manage the risks of such a flooding event happening in the future through continuous revision of current practices but stated that no guarantees can be given that flooding on that scale would never happen again. He added that the land estate management on the Welsh Government Woodland Estate above Pentre has been subject to review and was found to be in keeping with current standards of good forestry practice

On the topic of liability NRW commented that their operations at the site above the village of Pentre were in keeping with standards of good forestry practice and, that these operations were not likely to have been the primary cause of the flooding in Pentre. The Service Director Frontline Services acknowledged that NRW's report confirmed that NRW acted in accordance with good forest practice; the recommendations coming out of NRW's report are consistent with those coming out of the Council's S19 report and that is that the codes of practice should be reviewed.

Members noted that the practices of dredging rivers can have a detrimental impact on the speed of the water flow which can worsen the potential for flooding as it gets faster. In conclusion, it was advised that a holistic approach is required to minimise risk as well as joint working amongst partner agencies to raise awareness and ensure flood protection.

The Service Director Frontline Services provided an update of actions arising from the recommendations contained in the review of the Council's response to Storm Dennis Cabinet Report 18 December 2020 such as progressing the adoption of Bylaws to manage Ordinary Watercourses, together with a new Enforcement Officer, the creation of two dedicated Pluvial Drainage Teams, the creation of a Flood Awareness and Support Officer to work alongside the Flood Risk Professionals in the Flood Risk Management Team to support residents, businesses, to better protect their homes from flooding.

Following consideration of the report it was **RESOLVED** to:

1. Acknowledge the content of the Storm Dennis February 2020 – Overview Report and Flood and Water Management Act 2010 Section 19 Flood Investigation Report (Flood Investigation Area RCT25);

That the following information is provided to the next appropriate meeting of the Overview & Scrutiny Committee:

2. Any correspondence associated with the WLGA Leaders' Meeting on the 28th May 2021 and any associated responses from the Local Authority is shared

with the Overview & Scrutiny Committee;

3. That Legal advice, by means of a briefing note is presented to the Overview & Scrutiny Committee advising them of their role in seeking attributing liability for the Flooding events in Pentre.

10 Chair's Review and Close

The Chair of the Overview & Scrutiny Committee took the opportunity to summarise the key points from the meeting which had considered the Customer Feedback Scheme - comments, compliments and complaints - annual report 2020/21, provided a response to the Welsh Government consultation regarding the Draft Statutory Guidance in respect of the establishment of Corporate Joint Committees and requested further information be brought back to Committee in respect of the Council's Section 19 Flood Investigation report under the Flood and Water Management Act 2010.

In conclusion, the Chair thanked Officers and Members for their attendance and contributions.

This meeting closed at 7.40 pm

**CLLR M. ADAMS
CHAIR.**

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RHONDDA CYNON TAF COUNCIL OVERVIEW AND SCRUTINY COMMITTEE

Minutes of the hybrid meeting of the Overview and Scrutiny Committee held on Tuesday, 12 October 2021 at 5.00 pm.

County Borough Councillors - Overview and Scrutiny Committee Members in attendance:-

Councillor M Adams (Chair)

Councillor J Bonetto	Councillor J Brencher
Councillor G Caple	Councillor A Cox
Councillor M Griffiths	Councillor G Hughes
Councillor P Jarman	Councillor D Owen-Jones
Councillor W Jones	Councillor S Rees
Councillor E Stephens	

Officers in attendance:-

Mr C Hanagan, Service Director of Democratic Services & Communication
Mr A Wilkins, Director of Legal Services

County Borough Councillors in attendance:-

County Borough Councillor S Evans

11 Welcome & Introductions

The Chair of the Overview & Scrutiny Committee welcomed Members and non-committee members to this Committee's first hybrid meeting, allowing Members greater flexibility of attending the meeting, either through physical attendance at the Council Chamber or accessing the meeting through the zoom platform.

With regards to the agenda items, the Chair advised that the Service Director Democratic Services and Director of Legal Services were in attendance to respond to any queries raised.

12 Apologies

An apology for absence was received from County Borough Councillor W Lewis, J James and from Mr J Fish, Voting Elected Parent / Governor Representative

13 Declaration of Interest

In accordance with the Council's Code of Conduct, County Borough Councillor G Hughes declared the following personal interest in respect of Agenda Item 2 - **2003 REVIEW OF PARLIAMENTARY CONSTITUENCIES IN WALES -LOCAL DEMOCRACY AND BOUNDARY COMMISSION FOR WALES**

"I work for a Member of Parliament for the Rhondda"

N.B A declaration of interest, which was both a personal and prejudicial interest, was made later in the meeting by County Borough Councillor J Bonetto to which Minute No. 15 refers.

14 2023 Review of Parliamentary Constituencies in Wales -Local Democracy and Boundary Commission for Wales

The Service Director Democratic Services & Communications introduced his report and outlined the purpose of the meeting, to propose to Council for adoption the formal response of the local authority following consultation of the Overview & Scrutiny Committee on the proposed new parliamentary constituency arrangements.

The Director of Legal Services advised Committee that this proposed approach represented the initial phase with two more separate consultations before final proposals are presented with the final changes due to take effect at the next general election. The Director provided some key information such as the number of constituencies in Wales which are reducing from 40 to 32 and under new Westminster rules each constituency proposed by the Boundary Commission for Wales must contain between 69,724 and 77,062 registered voters. Members were encouraged to provide their general views at this initial stage for the Commission to consider.

Members acknowledged the complexities of the task undertaken by the Boundary Commission and understood that there would be little room for manoeuvre in respect of the initial proposals regarding the County Borough. With this in mind, Members as previously advised by the Director of Legal Services, restricted their comments to broader principles which would be considered by the Boundary Commission.

Members raised concern that these new proposals may cause confusion for the residents of the County Borough distinguishing between local representation at a Senedd and Council level. Members also expressed concern that neighbouring constituencies such as Cardiff North and Cardiff West appeared to be retained within the proposals, albeit with the addition of individual wards from Rhondda Cynon Taf.

Members put forward their points in respect of the electoral wards of Pontyclun and Taffs Well & Nantgarw, expressed concerns on the proposed new Cardiff West and Cardiff North constituencies respectively, feeling that there is limited local connection between them. Members spoke generally of the public perception that the four constituencies of Rhondda Cynon Taf, have been 'carved up', as an 'easier option' than instead of proposing fundamental redesign of the capital city's Parliamentary boundaries.

Members relayed similar concerns regarding the communities of Llanharan and Brynna becoming part of a future 'Rhondda' parliamentary constituency, which they felt were detached culturally and historically and requested that if any opportunity was available for these to join with the new Bridgend and Vale of Glamorgan parliamentary constituencies or as part of the newly proposed Pontypridd Constituency. Members were keen for the Rhondda name to be retained within any future constituency arrangements because of its historical significance in the history of modern Wales and wider County Borough.

Members queried why Evanstown, will form part of the new Rhondda constituency despite being located in the Ogmore constituency and connecting with Gilfach Goch.

Members were unanimous in their opinion that splitting the Cynon Valley constituencies is more an 'exercise of convenience' and referred to the Commissions' comments that a 'constituency formed of these areas does not follow the geography of the valleys from north to south'. Members acknowledged that many Aberdare residents would have a greater connection with Merthyr Tydfil than Pontypridd for example but pointed out that this would similarly be the case for residents of Aberaman and they wished for this point to also be made.

Importantly Members cited the importance of future proposals taking consideration of the future electoral arrangements for Rhondda Cynon Taf recently introduced by the Welsh Government, which come into effect from May 2022.

In conclusion, Members **RESOLVED** that the comments and feedback form part of the Council's consideration at its meeting on the 20th October 2021 for adoption as the formal response of the local authority to consult upon the proposed new parliamentary constituency arrangements.

15 A Review of the Overview & Scrutiny Work Programme 2021-22

The Service Director, Democratic Services and Communications presented his report which provided Members of the Overview & Scrutiny Committee with the opportunity to review and where required, update its forward work programme for the 2021/22 Municipal Year following consideration of the Cabinet forward plan.

Where appropriate, Members were informed of reports to other Scrutiny Committees such as the 21st Century School Modernisation Programme - Band B Update which would be considered by the Children & Young People Scrutiny Committee.

The Service Director advised of a change to the dates of the Overview & Scrutiny for Members to agree subject to any comments as follows:

Crime & Disorder Committee – 1st December 2021 with an additional presentation from South Wales Police in respect of anti-corruption

Overview & Scrutiny Committee – 9th December 2021 to receive the Section 19 Statutory Flood Reports subject to publication

Overview & Scrutiny Working group (re-scheduled) – 16th November 2021

In response to a query as to why a delegated decision had not been considered by Cabinet as an item of business, the Service Director commented that Hawthorn Swimming Pool had been a process of transferring ownership back to the council at the end of a 5-year Community Asset Transfer agreement.

(Note: At this juncture County Borough Councillor J Bonetto declared a prejudicial interest and left the meeting stating that "I am Governor at Hawthorn High School and have participated in earlier discussions in respect of the matter"

Following review of the Overview & Scrutiny work programme, it was **RESOLVED** to agree the Overview & Scrutiny Work Programme for the remainder of the 2021/22 Municipal Year subject to the inclusion of the amended dates as directed by the Service Director Democratic Services & Communications.

16 Chair's Review and Close

The Chair of the Overview & Scrutiny Committee summarised the key points from the meeting to include the revised dates for the Overview & Scrutiny Committee which had been agreed by Members and confirmed that the comments and feedback from the initial proposals of the Boundary Commission for Wales would be reported to the Council meeting on the 20th October 2021.

In conclusion, the Chair thanked Officers and Members for their attendance and contributions.

This meeting closed at 5.45 pm

**CLLR M. ADAMS
CHAIR.**



RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

OVERVIEW & SCRUTINY COMMITTEE

9th DECEMBER 2021

UPDATE REPORT ON ELECTRIC VEHICLE CHARGING STRATEGY & IMPLEMENTATION PLAN

REPORT OF THE SERVICE DIRECTOR, DEMOCRATIC SERVICES & COMMUNICATIONS

1. PURPOSE OF THE REPORT

- 1.1 To provide Members with the opportunity to consider the report which Cabinet received at its meeting on the [15th November 2021](#) in relation to the work undertaken in developing a Council Strategy for Electric Vehicle Charging (EVC) and how it relates to the wider RCT Council Net Zero and Carbon Reduction commitments.

2. RECOMMENDATIONS

It is recommended that Members:-

- 2.1 Acknowledge the report and appendices (attached) and the adoption of the [strategy](#) and its formal publication on the Council website, following consideration of the outcome of the public consultation undertaken;
- 2.2 Express their views on the Council's Strategy for Electric Vehicle Charging (EVC) and wider engagement via the RCT Council Net Zero and Carbon Reduction commitments;

3. REASONS FOR RECOMMENDATIONS

- 3.1 To ensure that the Overview & Scrutiny Committee has the opportunity to consider the report before them, to comment on the Council Strategy for Electric Vehicle Charging (EVC) and the development of the Implementation Plan (and associated action plan) in association with the wider Council carbon reduction commitments.

- 3.2 In line with the work of the Overview & Scrutiny working group to consider ‘the development of Infrastructure to support low carbon vehicle ownership in Rhondda Cynon Taf’ and the formulation of ten recommendations and its recent engagement on the wide-ranging consultation exercise which contributed to the Council’s draft Climate Change Strategy 2021-2025.

4. BACKGROUND

- 4.1 The attached Cabinet report sets out the timeline and work undertaken by the Electric Vehicle Charging and Transportation Working Group which led to the approval and publication of the Council’s Strategy which is a fundamental element of the development of an electric vehicle charging infrastructure across the County Borough.
- 4.2 Details of the internal and public consultations with stakeholders conducted via email and through the Council’s engagement website, ‘Let’s Talk RCT’ are set out at paragraph 4.2 of the report and attached as Appendix 1B. Following the consultation process, the final draft was published on 22nd October.
- 4.3 The Cabinet report also sets out the detail around the Implementation Plan and its purpose which is to provide ‘clear guidance and advice on the requirements for the development of electric vehicle charging infrastructure, across the County Borough’. The draft ‘Implementation Plan’ is currently undergoing internal consultation.
- 4.4 Members will note that the updated Electric Vehicle Charging Strategy is included as Appendix 1A and its ten clear ambitions are identified at 5.3 of the attached report.
- 4.5 The Director of Director of Corporate Estates will be in attendance at the meeting to provide Members with an update on the work undertaken in developing a Council Strategy for Electric Vehicle Charging (EVC) following the formal consultation undertaken and how the proposed strategy relates to the wider RCT Council Net Zero and Carbon Reduction commitments.

5. THE ROLE OF SCRUTINY

- 5.1 It is proposed that Scrutiny will continue to receive reports and information on this matter in the future with the delivery of the Implementation plan and associated action plan and the development of an electric vehicle charging infrastructure within the County Borough and in the context of the Council’s wider commitment to become a ‘Carbon-Free Council’ by 2050.

6. EQUALITY AND DIVERSITY IMPLICATIONS

- 6.1 There are no equality and diversity implications as a result of the recommendations set out in the report.

7. FINANCIAL IMPLICATIONS

7.1 There are no financial and resource implications as part of this report which is for information purposes only.

8. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

8.1 There are no legal implications arising from the recommendations in this report.

9. LINKS TO THE COUNCILS CORPORATE PLAN / OTHER CORPORATE PRIORITIES.

9.1 The Well-being of Future Generations Act asks public bodies to work better with people, communities and each other to meet the Sustainable Development principle. The Council's approach to the implementation of the Act agreed by Cabinet is to make sure that its requirements are embedded into the everyday business.

10. CONCLUSION

10.1 It is proposed that as the Council's overarching Scrutiny Committee, and in line with its terms of reference, the Overview & Scrutiny Committee has the opportunity to consider the attached reports and engage with this matter as developments progress.

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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

15th NOVEMBER 2021

**UPDATE REPORT ON ELECTRIC VEHICLE CHARGING
STRATEGY & IMPLEMENTATION PLAN**

**REPORT OF THE DIRECTOR OF CORPORATE ESTATES IN DISCUSSION
WITH 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 an update to Members in respect of the work undertaken in developing a Council Strategy for Electric Vehicle Charging (EVC) and how it relates to the wider RCT Council Net Zero and Carbon Reduction commitments.
- 1.2 For the Cabinet to consider adoption of the strategy and its formal publication on the website, following consideration of the outcome of the public consultation undertaken.

2. RECOMMENDATIONS

It is recommended that:

- 2.1 Following Members consideration of the feedback obtained from the public consultation in respect of the Electrical Vehicle Charging Strategy, and the feedback obtained from the Climate Change Cabinet Steering Group that Cabinet formally adopts the proposed strategy subject to any suggested amendments and its publication on the Council website.

3. REASONS FOR RECOMMENDATIONS

- 3.1 The contents of this report provide background information, 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 held a series of meetings throughout the Spring and Summer.
- 4.2 The initial task of the group is to 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 lays out the aspirations of the Council and sets the scene for future development of EV Charging that is under our remit.
- 4.4 As previously reported, at the inaugural meeting the group were presented with an overview of the current EV Charging infrastructure across RCT, in order to set a baseline from which to move forward. The document also highlighted potential funding opportunities and underlined research undertaken in the background, all whilst setting the scene for the group's work.
- 4.5 The EVC Strategy has been updated and subject to approval by Cabinet is ready to be published, having progressed through internal consultation with stakeholders and a 2nd public consultation exercise. The internal consultation was conducted via email back in August, however, as with the first consultation process (reported on in June 2021), the external consultation was again conducted using the Council's engagement website, 'Let's Talk RCT' and is attached as Appendix B. The Corporate Policy Team started the consultation on the 6th September and the report data was then extracted following the closing date of 4th October 2021. Remarks, requests and other information were then collated into a report and ultimately submitted to the EVCS team for further consideration. This then allowed a short period for adjustments to be made to the strategy (as appropriate), prior to submitting the final draft back to publishing on 22nd October.
- 4.6 The final version of the published Strategy has also now been sent to the Welsh Language Translation Service.
- 4.7 In a parallel procedure the EVCS team (in consultation with the wider working group) has been engaged in the development of an Implementation Plan.
- 4.8 Whilst the purpose of the Strategy is to inform and set out the Council's aspirations, the Implementation Plan will be to provide clear guidance

and advice on the requirements for the development of electric vehicle charging infrastructure, across the County Borough, including:

- The Council's Fleet
- Other Service Areas
- Community Groups
- Businesses
- The Public

- 4.9 The intention of the 'Plan' is to give a clear road map on how to proceed, who to speak to, and how proposed works will need to be planned and implemented. The Implementation Plan will also contain an 'Action Plan' stating clear goals for the Council, including short, medium and long-term targets for the Council to aspire towards, in the transition to the use of electric vehicles.
- 4.10 Impact assessments have been prepared, in consultation with the Welsh Language Service and Diversity and Inclusion Service, these assessments were then submitted for further comment, before finally being placed before the review panel. The panel was held on 20th October and the outcomes of the consultation have afforded a healthy, positive influence on the whole process.
- 4.11 As reported in June's update, the Cardiff Capital Region's (CCR) City Deal, are undertaking a parallel process to the Transportation & EVC Working Group, 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.
- 4.12 For information purposes, during the 2020/21 Financial year, 70 taxis were purchased across the CCR, of which RCT have been allocated 5, and we are currently working with the CCR to appoint a management company to operate the vehicles and chargers.
- 4.13 The CCR are already involved in the process of 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 chargers at other car parks. As previously reported, the CCR proposal is that 22kw charging points will be installed, in over 32 sites, mostly within public car parks, but chargers will also eventually be installed at Leisure Centres, such as Hawthorn, Llantrisant and both Rhondda Sports Centres.
- 4.14 Good progress is being made with the development of a draft 'Implementation Plan' ready for internal consultation later in November.

5. ELECTRIC VEHICLE CHARGING STRATEGY

- 5.1 The updated Electric Vehicle Charging Strategy is included as Appendix A.
- 5.2 The Strategy aims to set out why action is needed and identify clear outcomes, along with who will deliver them. This would provide an RCT wide approach and promote and encourage the development of a robust and practical electric vehicle charging (EVC) network in the short, medium, and long term, whilst fostering a transition from petrol and diesel vehicles to electric vehicles (EVs) as part of the Council's wider sustainable transport goals.
- 5.3 The Strategy has ten clear ambitions;
1. Develop an Implementation Plan to roll out an EV Charging infrastructure aligned to future demand with suitable speed and power chargers for all vehicles including cars, taxis, buses, e-motorcycles, e-bicycles, mobility scooters.
 2. Establish the need for EV Infrastructure by working with partners, where applicable, to secure external funding opportunities and help meet demand.
 3. Review our Planning Policies, whilst working with landowners and developers to ensure the EV charge point opportunities are identified and pursued, to promote sustainable methods of transportation.
 4. Monitor air quality, to evaluate the relationship between increased EV uptake and improved air quality, expectantly reducing the harmful effects of air pollutants on public health.
 5. Develop a series of models for funding, deployment, and management.
 6. Identify all suitable locations for potential 'Destination Charging' sites.
 7. Identify suitable locations for 'Workplace Charging' across all RCT sites and work with other sectors, where applicable, to increase workplace charging, to meet demand as appropriate.
 8. Work with residents to raise awareness and establish the best means of charging vehicles where planning, physical and/or technical constraints mean that their preferred method of charging is not feasible or achievable.
 9. Explore potential opportunities for introduction of car clubs within the County Borough.
 10. Transform our fleet towards more sustainable methods of transportation, in a planned and practical way.
- 5.4 The Strategy has recently been considered at the Equality and Diversity Review Panel which also considered Welsh Language implications and all feedback has been taken on board and

incorporated into the latest draft included in Appendix A. The final version is ready to be published as soon as the approval is given.

6. EQUALITY AND DIVERSITY IMPLICATIONS / SOCIO-ECONOMIC DUTY

- 6.1 A Socio-Economic Impact Assessment has been completed and the main findings are detailed below.
- 6.2 Under the Equality Duty (set out in the Equality Act 2010), local authorities are required to have 'due regard' to the need to eliminate unlawful discrimination, as well as to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not.
- 6.3 In line with the Equality Act 2010, Rhondda Cynon Taf County Borough Council (RCTCBC) is committed to working towards achieving the Well-Being goal of a more equal Wales, as set out by the Well-Being of Future Generations Act, and ensuring equal access to its services and opportunities, no matter background or circumstance.
- 6.4 The EV Charging Strategy will aim to support the alleviation of poverty and deprivation, improve access to employment opportunities, improve access to skills and to develop improved infrastructure and healthier communities, by promoting access to an affordable EV charging infrastructure. The Council will ensure that charging infrastructure will be designed inclusively and will advocate for disability and accessibility equality in the roll out of EV charge points, in line with the Council's Equality and Diversity Policy, and will be fairly-priced to increase both physical and financial accessibility.

7. WELSH LANGUAGE IMPLICATIONS

- 7.1 Public bodies must work to achieve all seven well-being goals put in place by the WBFGA, with achieving a Vibrant Culture and Thriving Welsh Language being one of the seven goals. The Welsh Government's ambition is to see the number of people able to enjoy speaking and using the Welsh language to reach a million by the year 2050, for further information see the Cymraeg 2050 Welsh Language Strategy. The Council intends to support this ambition by providing the conditions to facilitate an increase in the use of the Welsh Language.
- 7.2 Under the Welsh Language (Wales) Measure 2011, RCTCBC has a duty to comply with specific standards in respect of the delivery of Welsh language services. To ensure that we meet the requirements of the Measure, we have undertaken a Welsh Language Impact Assessment to assess the likely (or actual) effects of the Electric

Vehicle Charging Strategy (EVCS) on the Welsh language, both within our workforce and in the community, so that we can mitigate any negative impacts and enhance the positive impacts.

- 7.3 In line with the Council's Welsh Language Promotional Strategy, the EVCS will ensure that bilingual Welsh first signage and Welsh language services are available on the charging devices installed by the Council, or its Contractors, throughout the County Borough. The Council will also use its influence to encourage other Charge Point providers to implement the same measures to support the Welsh Language.

8. CONSULTATION / INVOLVEMENT

- 8.1 During the development of the EV Charging Strategy, two consultation exercises were conducted involving the public. There are no further consultation requirements at present with regards to this report.
- 8.2 The findings of the Public Consultation exercise can be found in Appendix B of the report and have been taken into consideration in drafting of the revised Strategy.
- 8.3 On the 10th November, Members of the [Climate Change Cabinet Steering Group](#) will consider the revised strategy, and the comments of the group will be provided in advance of the meeting to the Cabinet to assist in Cabinet's deliberations by the Service Director, Democratic Services & Communications.

9. FINANCIAL IMPLICATION(S)

- 9.1 Whilst there are no financial implications with regards to this update report, it is worth noting that the schemes currently underway as a result of the Cardiff City Region (CCR) initiatives are fully funded by the CCR.
- 9.2 As the Implementation Plan and detailed action plans are developed, additional funding may be required to deliver new workstreams moving forwards and all external funding opportunities will continue to be investigated as we move forward.

10. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 10.1 There are no legal implications aligned to this report

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

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

12. CONCLUSION

- 12.1 This report provides an update to the Members with regards to the work underway on developing a Council Strategy for Electrical Vehicle Charging and how it relates to the wider RCT Council Net Zero and Carbon Reduction commitments.

Appendix A

Final Proof of the Electric Vehicle Charging Strategy

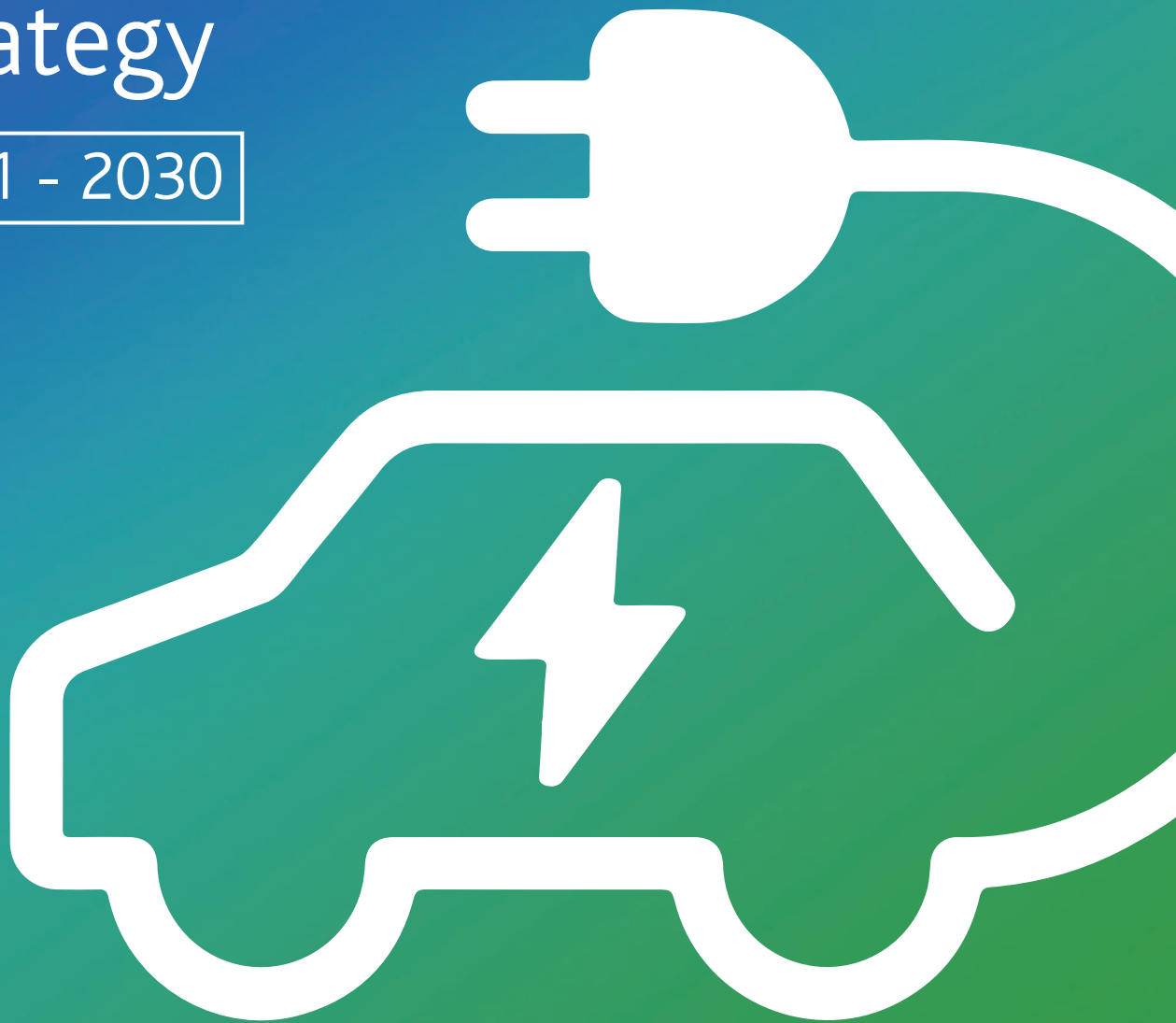
Appendix B

Consultation Feedback Report

Rhondda Cynon Taf County Borough Council

Electric Vehicle Charging Strategy

2021 - 2030



Rhondda Cynon Taf
Hinsawdd Ystyriol
Think Climate
Rhondda Cynon Taf



Dewch i
siarad RhCT
Let's talk
RCT



RHONDDA CYNON TAF

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NOTE:

TEXT TO BE UPDATED AT THE END WHEN DOCUMENT IS SIGNED OFF DUE TO CHANGES COULD HAVE KNOCK ON EFFECTS TO PAGES AND FORMATTING.

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Foreword

The “Climate Emergency” means that meeting the Welsh Government target of net zero carbon emissions by 2030 is a priority for our nation and all our citizens.

At a UK level, the phasing out of new petrol and diesel cars/vans by 2030 and all carbon emissions from new vehicles at the tailpipe from 2035, means that Rhondda Cynon Taf County Borough Council has a duty to ensure that the aspirations of residents and businesses in the area are extensively supported in their drive towards the use of Ultra Low Emission Transportation, and particularly in the use of electric vehicles.

As a Council we recognise that the transition to electric vehicles will help to reduce the level of airborne pollutants at the roadside, improving the environment in areas where we all live, work and play.

The Council has an important role to play in supporting growth in electric vehicles, including the creation of a supportive policy environment, by abetting the installation of new charging facilities for electric vehicles, and promoting their benefits to a wider audience.

Rhondda Cynon Taf will lead by example by introducing a strategy that will help deliver an electric vehicle charging infrastructure across the County Borough over the next 10 years and we will also ensure that the Council’s own activities use cleaner technology at the earliest opportunity, where it is practical to do so.

Councillor Andrew Morgan

Leader of the Council and Chair of the Cabinet





Executive Summary



Rhondda Cynon Taf has invested substantially in reducing the carbon emissions of our existing property portfolio and in restricting carbon emissions in all new build projects, both in the procurement process and in operational mode.

However, with a “Climate Emergency” having now been declared by the Welsh Government, the time has now arrived to take our efforts to the next level, and the Council’s openly declared, yet ambitious, net zero carbon aspirations looking towards the year 2030, are a clear indication that the decision to ‘move up a gear’ has already been taken.

The Council recognises that the promotion of a robust and practical electric vehicle charging (EVC) network within the area is essential to realising not just our own ambitions, but also those of the wider public residing within our boundaries and the extensive business community therein.

Ownership of electric vehicles (EVs) has grown steadily in recent years and is expected to grow more significantly as technology improves and consequently the affordability of such vehicles grows. The inevitable transition from petrol and diesel vehicles to EVs will dramatically reduce exhaust emissions and will be advantageous in our undertaking to improve air quality and to reduce the harmful effects of air pollutants on public health.

The wider EV transformation has the potential to stimulate growth in both the local and wider economy by providing openings for new markets and innovation, and a properly planned charging infrastructure will be essential in helping to realise the full potential of such opportunities.

However, we do recognise that there are barriers to the convenient use of electric vehicles, both existing and potential, and that the current absence of a comprehensive charging network means that people have a lack of confidence in how far they can travel using EVs. Whilst recognising that there is an opportunity for a proportion of EV charging to be done overnight at home, we also understand that not all households have access to off-street parking, which is the foremost problem in a substantial part of our geographical area.

The Council also recognises that ownership of an electric vehicle may not be attainable, or even desirable, for everyone, which creates challenges around how those who rely on other means of transport might benefit from the technology. For example, public transport such as buses and taxis, modes of transport that will also need to be fully supported by the future EVC infrastructure.



Constantly advancing technology in recent years has seen the development of a number of alternatively fuelled vehicles designed to run on hydrogen, compressed natural gas and other such innovations. At present this EVC Strategy focuses purely on plug-in EV's. This reflects the increase in EV ownership within the area, however the Council recognises that over time it may be necessary to address the plausible challenge of other fuel types and technologies, and we will continue to observe developments with a keen interest.

This EVC Strategy will outline several key principles that will empower the Council to advise, help and support individuals, or parties, that wish to make the switch from conventional vehicles to EVs. The Council intends to encourage EV uptake amongst residents, including those without access to off-street parking.

It is the intention, through this EVC Strategy and the subsequent Implementation Plan, to provide a source of information to help coordinate and integrate an approach across the County Borough and to lay the foundations to ensure that the Council, or associated groups, are able to apply for funding to support a publicly accessible charging network, when such opportunities become available.

Through careful and considered planning guidance, the Council intends to encourage developers to build EV charging into new developments, stimulate the expansion of a safe and sustainable on-street charging infrastructure and facilitate the provision of public charge points on council land, whilst working with collaborative groups/bodies to support and encourage further provision.

In addition to private vehicles, the strategy will also support EV uptake among car clubs, taxis, buses, community transport operators, as well as within our own fleet of council vehicles, wherever practicable.

The Council's aspiration is for this EVC Strategy to complement the evolution of EV charging provision in the private sector and for the complementary 'Implementation Plan' to assist in helping to fill any foreseeable gaps in existing and future network provision.

The overall aim of both documents, this EVC Strategy and the supporting EVC Implementation Plan, will be to provide surety to existing EV users and to encourage the uptake of electric vehicles amongst potential new users, thus ultimately benefiting air quality as part of the Council's wider sustainable transport approach.





Purpose and Aim of this Strategy



The purpose of this Strategy is to pull together into one document all of the work that is taking place at a national, regional, and local level in respect of delivering an ambitious infrastructure for charging electric vehicles for Rhondda Cynon Taf.

The Strategy aims to set out why action is needed and identify clear outcomes, along with who will deliver them, to coordinate a Rhondda Cynon Taf County Borough wide approach, to promote and encourage the development of a robust and practical electric vehicle charging (EVC) network in the short, medium, and long term, whilst fostering a transition from petrol and diesel vehicles to electric vehicles (EVs) as part of the Council's wider sustainable transport goals.

Implementation of this Strategy

The Council will follow up the publication of this overarching EVC Strategy with an Implementation Plan.

The purpose of the Plan will be to inform all readers of the Strategy on how to proceed with any aspirations or intentions that they may have regarding the development and installation of EVC infrastructure works.

The Strategy broadly informs whilst setting out clear ambitions, however the Implementation Plan will provide clear guidance to inform all parties on the requirements for the development of electric vehicle charging infrastructure across the County Borough, including:

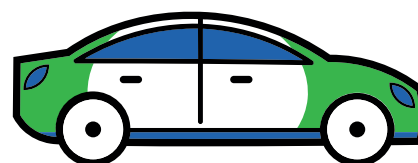
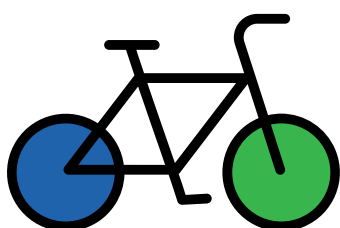
- The Council's Fleet
- Community Groups
- Businesses
- The Public

The Plan will provide advice on which route to take in given circumstances and will act as a "road map" to inform everyone, and to ensure that individuals and/or organisations know who they need to consult with, when and how.

The Plan will also provide practical guidance to advise on best practice and signpost individuals and organisations towards the necessary and relevant legislation, any known sources of funding and any other relevant information that is available such as estimated price ranges for different charging devices.

Our Ambitions

- 1** Develop an Implementation Plan to roll out an EV Charging infrastructure aligned to future demand with suitable speed and power chargers for all vehicles including cars, taxis, buses, e-motorcycles, e-bicycles, mobility scooters.
- 2** Establish the need for EV Infrastructure by working with partners, where applicable, to secure external funding opportunities and help meet demand.
- 3** Review our Planning Policies, whilst working with landowners and developers to ensure the EV charge point opportunities are identified and pursued, to promote sustainable methods of transportation.
- 4** Monitor air quality, to evaluate the relationship between increased EV uptake and improved air quality, expectantly reducing the harmful effects of air pollutants on public health.
- 5** Develop a series of models for funding, deployment, and management.
- 6** Identify all suitable locations for potential 'Destination Charging' sites.
- 7** Identify suitable locations for 'Workplace Charging' across all RCT sites and work with other sectors, where applicable, to increase workplace charging, to meet demand as appropriate.
- 8** Work with residents to raise awareness and establish the best means of charging vehicles where planning, physical and/or technical constraints mean that their preferred method of charging is not feasible or achievable.
- 9** Explore potential opportunities for introduction of car clubs within the County Borough.
- 10** Transform our fleet towards more sustainable methods of transportation, in a planned and practical way.





Introduction




Overview of Policy Environment


Climate Change Policy

Rhondda Cynon Taf County Borough Council (RCTCBC) has recognised a need to act on the Climate Change crisis and has committed to becoming a Net Zero Local Authority by the target date of 2030, and in doing so, contribute to the Welsh Government goal of all Public Sector organizations becoming Net Zero by 2050. RCTCBC has recognised that fundamental changes are needed and in 2019, the Council established a Climate Change Cabinet Steering Group. This sub-committee of the Council’s Cabinet is charged with developing the Council’s response to the Climate Change Agenda, to inform the development of the Council’s Climate Change Strategy and ultimately support Cabinet in achieving RCTCBC’s Net Zero goal of 2030.




Transport Policy

In January 2020, RCTCBC published  **Transportation - How do we Reduce our Carbon Emissions**, which identified that the transport sector accounts for 14% of Wales’ carbon emissions and has a considerable role to play in addressing the climate emergency.

The Welsh Government’s  **Prosperity for All: A Low Carbon Wales** published March 2019, identifies how Wales aims to meet emission reduction targets and covers proposals to address the increase in electric vehicle use and subsequent roll out of required charging infrastructure. The report establishes Wales’ commitment to:

“ A shift towards active travel and a low carbon public transport system which is accessible to all and contributes to liveable and sustainable communities. This is backed by a bold ambition for a zero emissions bus, taxi, and private hire vehicle fleet by 2028. ”



In March 2021, Welsh Government consulted on a new  **Wales Transport Strategy**, which sets out a long-term vision for the decarbonisation of transport systems, with the stated ambition of the development of a transport system that responds to the climate emergency. Encompassed within this strategy is the facilitation of ultra-low emission vehicles (ULEVs) that benefit the economy, environment, social justice, health and well-being.

Sustainable Transport Hierarchy

Rhondda Cynon Taf County Borough Council supports the principles of the Welsh Government's Sustainable Transport Hierarchy in relation to new development, see figure 1. The hierarchy prioritises walking, cycling and public transport ahead of private motor vehicles.

In tackling Climate Change, the Council recognises the necessity of reducing the need to travel, prevent car-dependent developments in unsustainable locations, and welcomes the delivery of schemes located, designed, and supported by infrastructure, which prioritises access and movement by active and sustainable transport. The hierarchy recognises that Ultra Low Emission Vehicles such as electric vehicles have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.

Although the focus of this strategy is to promote and encourage the development of a robust electrical vehicle charging network (in the short, medium, and long term) it will give consideration to the sustainable transport hierarchy by detailing information relevant to cycling, car clubs, buses and taxis, see section titled "Other Electric Vehicles". For further information relating to [Public Transport](#) and [Active Travel and Cycling](#) in RCTCBC such as the Integrated Network Map for the Rhondda Cynon Taf area please visit the [Travel](#) section of the RCTCBC website.

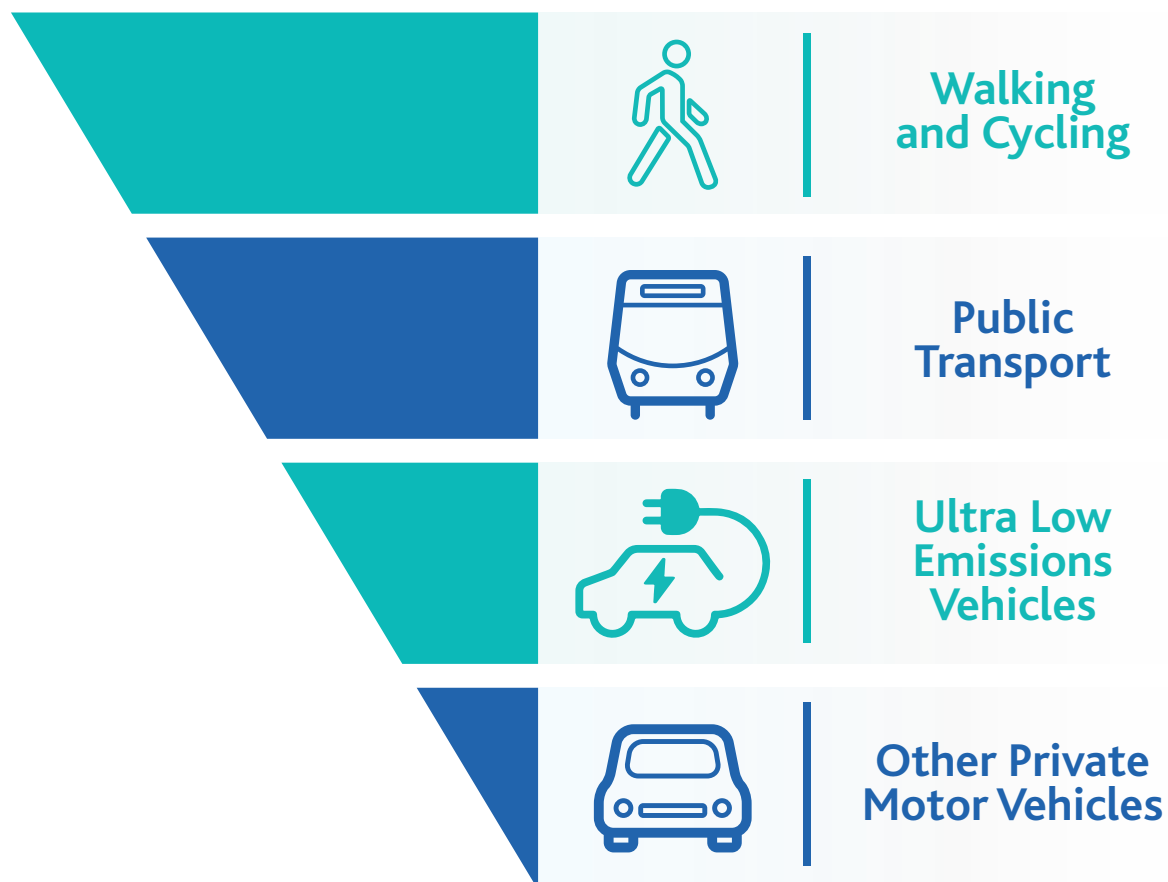


Figure 1: The Sustainable Transport Hierarchy for Planning as detailed in Planning Policy Wales Edition 11.

Air Quality Policy

Air quality management areas (AQMA) must be declared if the air quality does not meet relevant standards and an Action Plan is prepared to address and improve this. There are currently 16 identified AQMAs across Rhondda Cynon Taf, for breaches of Air Quality Objectives for Nitrogen Dioxide see figure 2.

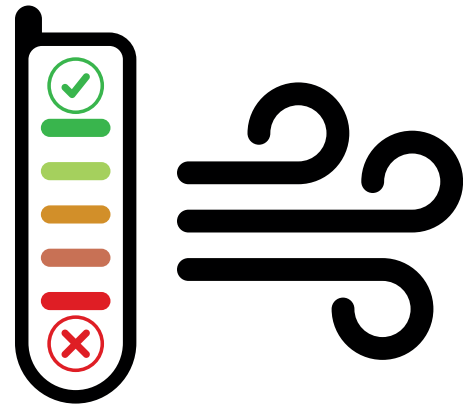

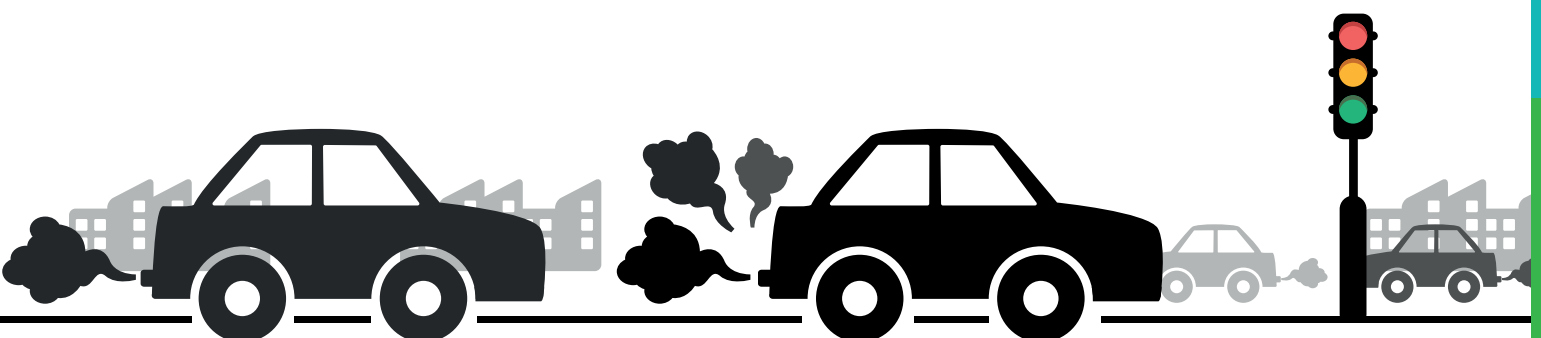


Figure 2: The 16 identified Air Quality Management Areas (AQMA) across Rhondda Cynon Taf.

Road transport has been identified as a major source of the two most relevant air pollutants to the public: Nitrogen Dioxide and Particulate Matter. As such, lowering the emissions of road transport can have a positive impact on air quality, and in return, public health. In Autumn 2021, the Council are due to publish their  **Annual Report**, providing information regarding statutory processes, up-to-date local monitoring data and the analysis of local air quality.

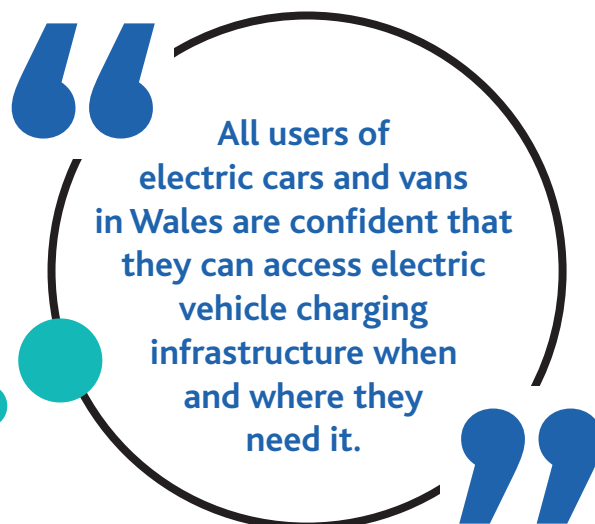
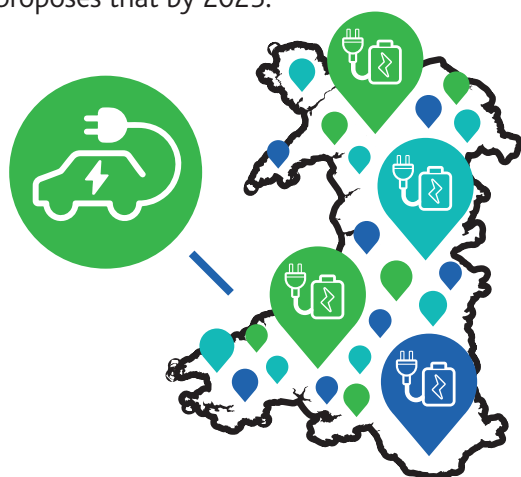


Electric Vehicle Policy

In November 2020, the UK Government announced the phase-out of new petrol and diesel cars and vans from 2030. Furthermore, in December 2020, the Climate Change Committee published [🌍 The Path to a Net Zero Wales](#), which recommended a set of targets with the aim of becoming a Net Zero Wales by 2050. The report addressed the requirement for an increased roll out of low carbon solutions for new vehicles by 2030 and Heavy Goods Vehicles (HGV) by 2050.

In June 2021, the Welsh Government published its [🌍 Programme for Government](#), which proposes to build a stronger, greener economy as progress is made towards decarbonisation. Part of this objective includes a commitment to achieve 45% of all travel by sustainable modes by 2040 and promises to progress work to achieve zero- emissions bus and taxi vehicle fleets by 2028.

In addition, the Welsh Government has also published the [🌍 Electric Vehicle \(EV\) Charging Strategy for Wales](#). The strategy, shaped by the [🌍 Well-being of Future Generations \(Wales\) Act 2015](#), provides a framework for the consideration of how electric vehicle charging infrastructure needs in Wales should be met. The strategy proposes that by 2025:



The Welsh Government strategy aims to provide a common framework for Local Authority understanding and collaboration, and proposes an investment of £30 million over the next 5 years to deliver the aims set out within the strategy. An [🌍 Electric Vehicle Charging Strategy for Wales: Action Plan](#) was published in October 2021 to detail how the Welsh Government intend to deliver the strategy. The actions set out in the Action Plan will be developed and implemented up to 2030 in line with the time frame of the strategy. Key Performance Indicators (KPIs) will be used to monitor delivery which will be reviewed annually to help track progress towards better charger infrastructure.

RCTCBC's Climate Change Strategy recognises that an electrification of vehicles is needed to address decarbonisation of the Council's transport sector. In March 2021, an [🌍 Electric Vehicle Charging Infrastructure: Driving Change](#) report was presented to the Climate Change Cabinet Steering Group. The report outlined that if growth in ULEV ownership continues in alignment with UK trends, then forecasts indicate that there could be more than 900 ULEVs in RCT by the early 2020s, and over 8,000 by 2030.

As such, an extensive scale up of Electric Vehicle (EV) Charging Infrastructure across the County Borough is needed in order to meet public demand and accelerate Council-wide decarbonisation. In order to address this growth in demand and provide guidance to the rollout of a charging network across the County Borough, the report recommended the development of an EV Charging Strategy and Implementation Plan to sit alongside a Transport Strategy and future Planning Policies.

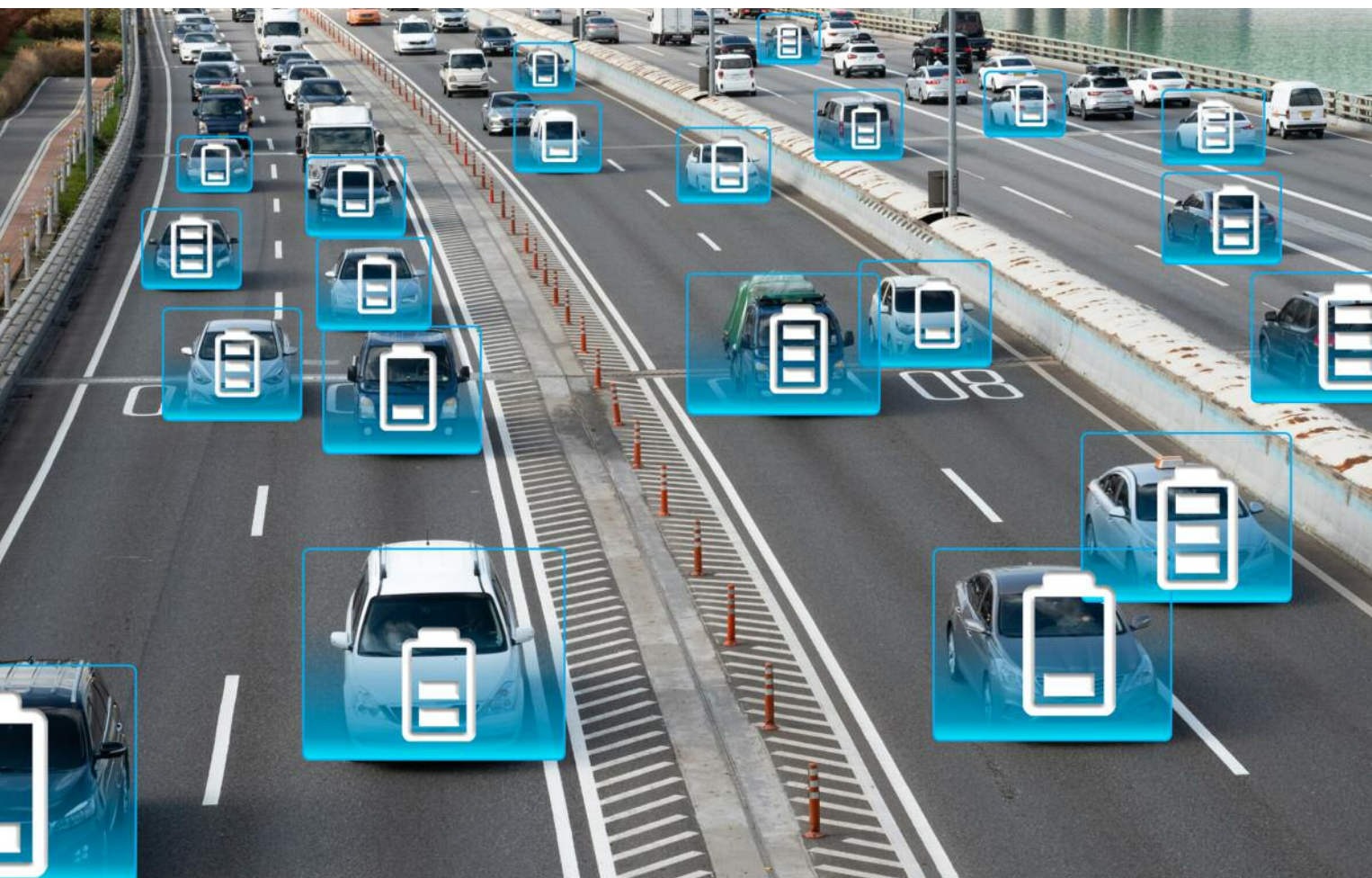
Existing Provision

The latest Department for Transport figures indicate that the number of registered ULEVs across Rhondda Cynon Taf is on the rise. Table 1 below illustrates how ULEV ownership has more than doubled between 2018 and 2020, with 153 registered at the end of Quarter 4 in 2018 rising to 363 vehicles registered at the end of Quarter 1 in 2021.

Table 1: Number of Ultra Low Emission Vehicles (ULEV), Battery Electric Vehicles (BEV) and Plug-In Hybrid Electric Vehicles (PHEV) licensed at the end of quarter 4 for 2018, 2019 and 2020, and Q1 2021. (Source: [Department for Transport](#)).

		2018 Q4	2019 Q4	2020 Q4	2021 Q1
ULEV	Rhondda Cynon Taf	153	201	329	363
	Wales	3,951	5,315	8,163	9,349
	United Kingdom	198,258	269,376	431,639	488,078
BEV	Rhondda Cynon Taf	89	113	184	209
	Wales	1,827	2,696	4,641	5,389
	United Kingdom	67,075	105,960	216,379	249,932
PHEV	Rhondda Cynon Taf	56	83	139	148
	Wales	1,840	2,295	3,197	3,614
	United Kingdom	112,967	142,788	194,194	216,740

Note: The figures referred to in the table above include for all registered vehicles – both private and business.



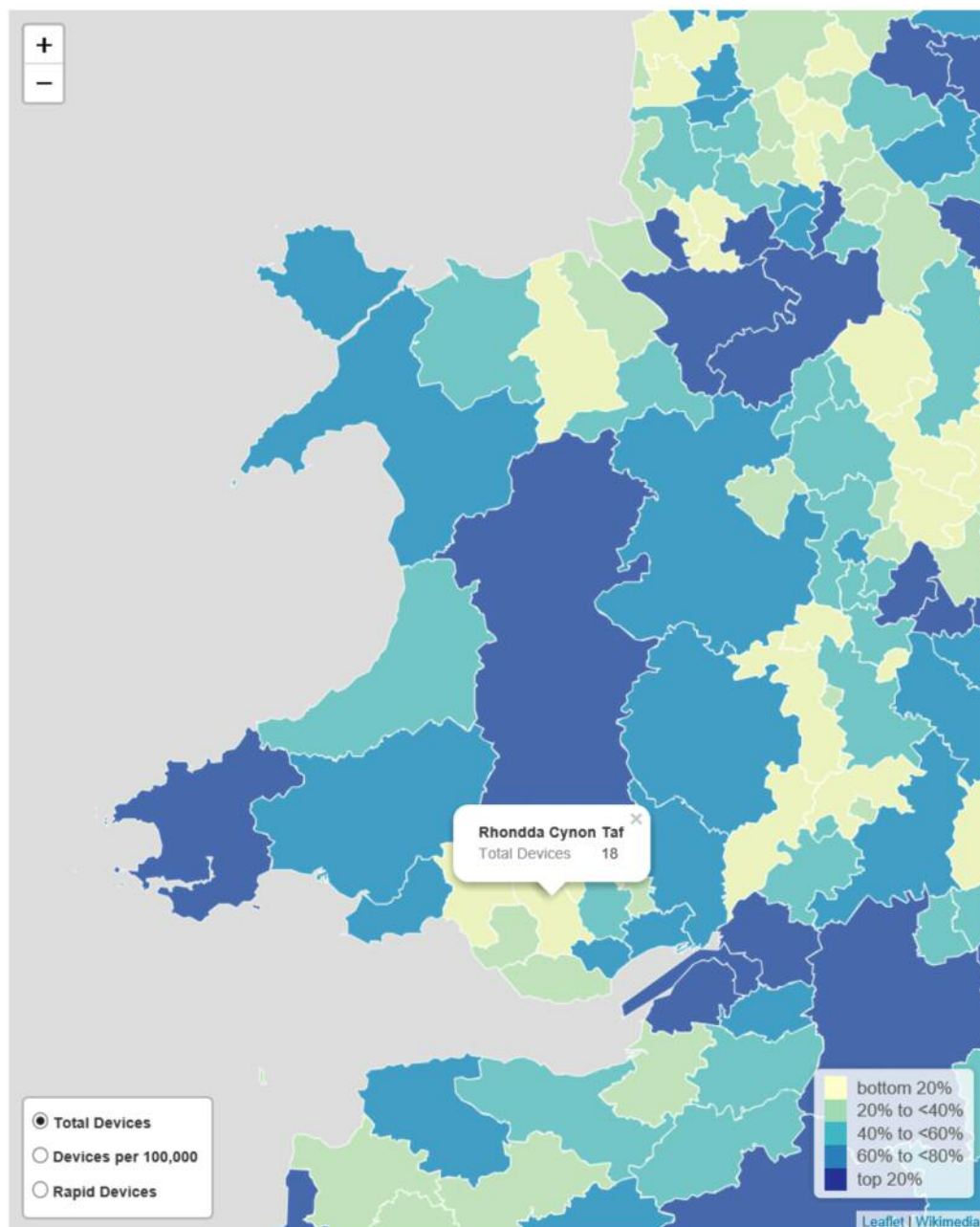
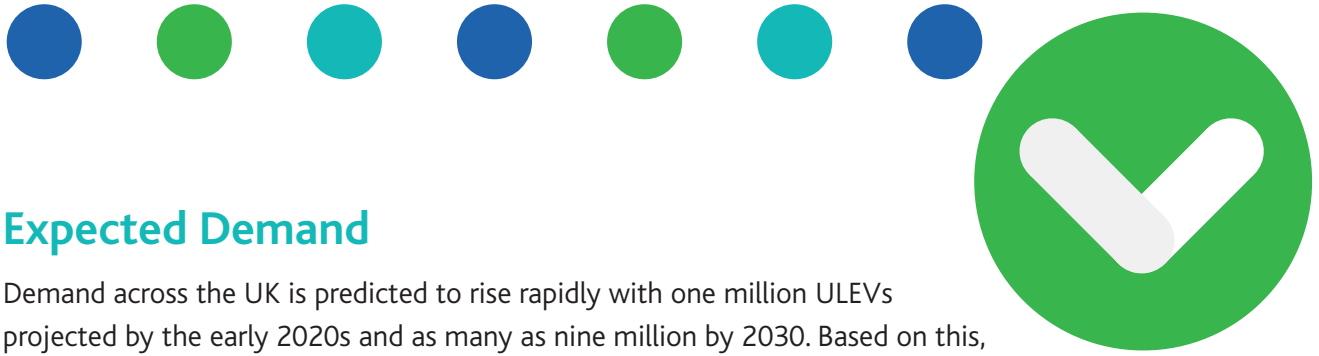


Figure 3: The total number of public electric vehicle charging devices in Wales. 'Total devices' represent publicly available charging devices at all speeds. (Source: [Department for Transport](#)).

As of October 2021, there are currently a total of 18 publicly available EV charging devices (of all speeds) located in Rhondda Cynon Taf, which equates to 7.4 charging devices per 100,000 population. Furthermore, as of October 2021, there was 1 rapid charging device in RCT, but in comparison, there was a total of 994 publicly available EV charging devices (of all speeds) in Wales, of which 160 are rapid chargers. Figure 3 illustrates that RCT is currently placed in the bottom 20% for total charging devices in Wales. Further information is available in Appendix II

RCTCBC will be undertaking a mapping exercise, as part of the EV Charging Implementation Plan, to identify potential future EV charge points that RCTCBC will be considering across the County Borough. Further information is available in Appendix III.



Expected Demand

Demand across the UK is predicted to rise rapidly with one million ULEVs projected by the early 2020s and as many as nine million by 2030. Based on this, and assuming the trend for ULEV ownership in Rhondda Cynon Taf continues in alignment with the UK generally, there could be over 900 ULEVs registered in Rhondda Cynon Taf by the early 2020s and over 8,000 by 2030. As ownership figures continue to rise, Rhondda Cynon Taf will see a corresponding demand for charging points.

Based on quantitative modelling of rising demand in ULEV ownership across Wales, the Electric Vehicle Charging Strategy for Wales provides a demand forecast for the number of charge points required by 2030, as shown in figure 4.

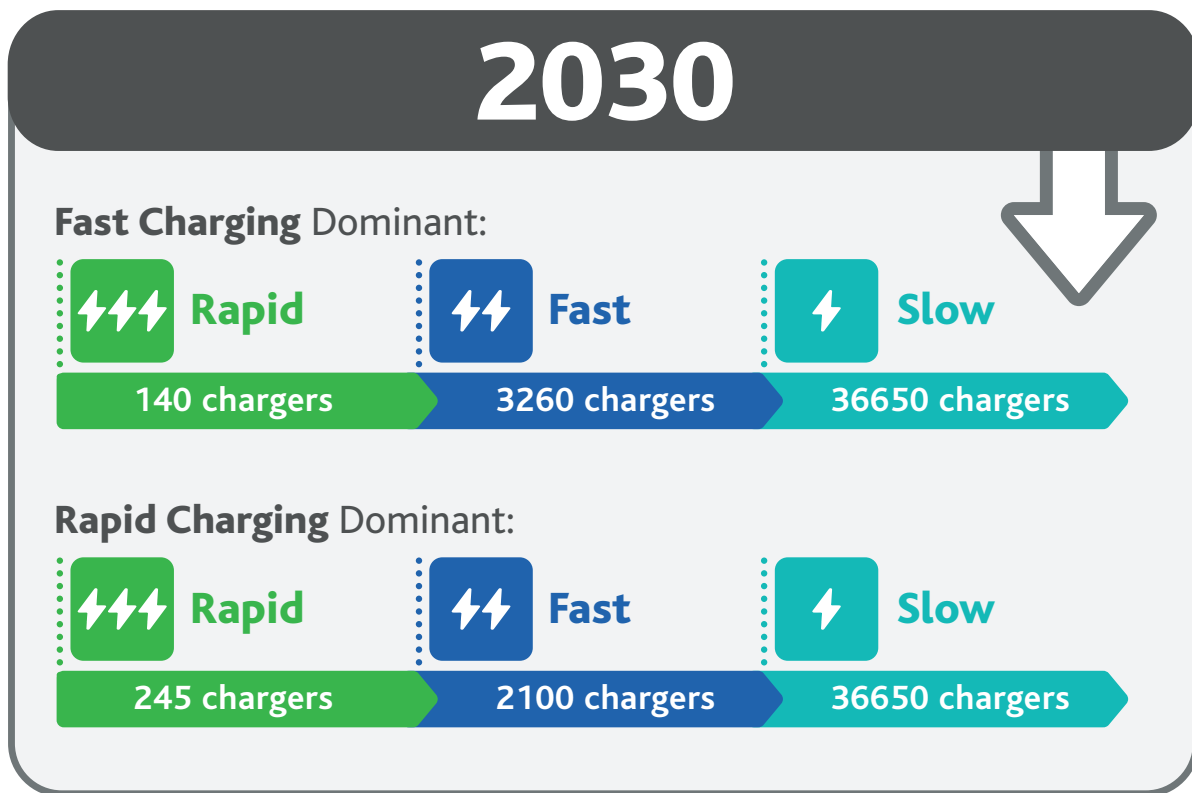


Figure 4: The forecast number of Rapid Fast and Slow chargers required by 2030 in Rhondda Cynon Taf, based on both a fast charger dominant structure and a rapid charger dominant structure. (Source: [Electric Vehicle Charging Strategy for Wales](#))

Forecasts indicate that by the year 2030, Rhondda Cynon Taf will have a predicted requirement of 40,050 chargers based on a fast charging dominant structure, see figure 4. This figure lowers to a predicted requirement of 38,995 chargers based on a rapid charging dominant structure. The predicted need for charging across Rhondda Cynon Taf provides an indication of the growing scale of demand.

Public Consultation

Whilst the use of electric vehicles is increasing year on year, an assessment of the future demand for EV charging infrastructure is paramount in supporting this growth. As such, an online public consultation, called Let's Talk EV Charging, was undertaken by RCTCBC to obtain the views of potential EV users to help gauge potential take-up, both now and in the future, in order to advise on the suitability of locations and type of charge points to consider.

The consultation was launched in mid- April and the report data was extracted at the end of May 2021. In total, 325 online survey responses were received, together with 122 poll responses and 222 locations were identified as potential electric car charging points within RCT. Figure 5 provides a summary of the

 **Let's Talk EV Charging - Final Report June 2021** consultation report:

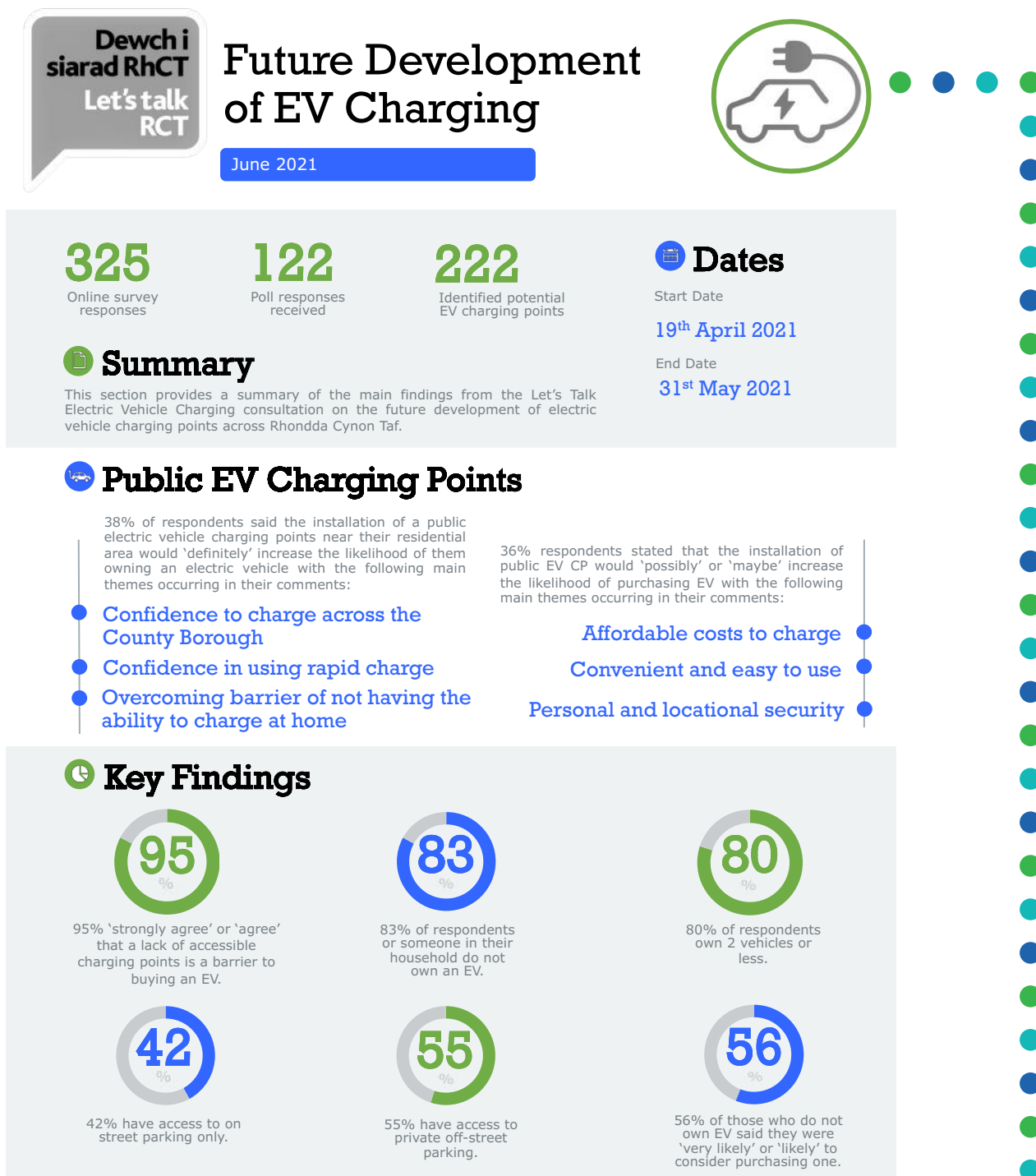


Figure 5: Summary of Let's Talk RCT: Future Development of EV Charging Consultation responses.



Developing a Public Charge Point Network



Planning

New Building Planning Requirements

In February 2021, the Welsh Government published the new nationwide spatial planning policy document for Wales entitled "Future Wales, The National Plan 2040". Figure 6 illustrates the key target dates for the development of a public charge point network.

Future Wales is a plan promoting development that enhances well-being and quality of life. It is a framework to help focus on achieving big ambitions when developing and regenerating cities, towns, and villages. Future Wales empowers plans at regional and local scales to identify schemes and projects that benefit communities and help to achieve national ambitions.

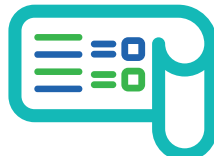
As such, Future Wales seeks to guide the production of the new Local Development Plans (LDP) which themselves guide development throughout the Welsh Planning Authority areas. The LDP contains details of new housing, employment, retail sites, and policies both national and local, which are used to determine planning applications.

The Rhondda Cynon Taf Local Development Plan 2006-2021 is due to be replaced by a new Revised Local Development Plan 2020-2030. The process of building the revised LDP has begun including the broad stakeholder involvement of the public, community groups, commercial developers, public bodies and service providers. The process will consider how appropriate land use can reduce the need to travel and/or how land use can influence travel choices. The objective is to develop a strategic approach to ULEV charging in our area, and develop specific local policies in accordance with Planning Policy Wales 11, which has placed a new emphasis on sustainable forms of development.

The revised LDP will cover a breadth of development areas and address Rhondda Cynon Taf specific matters. It is expected that these policies and site allocations would be associated with housing, commercial and industrial developments, alongside tourism, transport, mineral extraction, and waste proposals (amongst others). The Revised LDP will also seek to protect the unique built and natural assets of the County Borough, such as our most important buildings and structures, landscapes, ecology, and our greenspaces; all incorporating and encouraging a more sustainable and carbon considerate way of living.

In relation to Electric Vehicle Charging Infrastructure, Policy 12 of Future Wales states:

Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.



Further;



When requiring electric vehicle charging points, planning authorities should ensure the level, location and type of provision is appropriate to the scheme and local circumstances. It may be appropriate for some of the provision to be 'passive', with the necessary underlying infrastructure provided to enable installation and activation in the future. Planning authorities should take a strategic approach to electric vehicle charging in their area and, where appropriate, develop policies in their development plan and specific local requirements. The provision of electric vehicle charging infrastructure points should be planned as part of the overall design of a development.



This guidance supports the Electric Vehicle Charging Strategy for Wales 2021, which has an overarching vision for charging in Wales that "by 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it".

This Strategy also confirms that the provision of the Energy Performance of Buildings Directive will be transposed into the Welsh Buildings Code, such that all new homes with off-street parking provision will be required to be EV charging ready. Similarly, all new or substantially refurbished non-domestic buildings with dedicated parking will be required to have at least 10% of parking spaces allocated for EV charging.

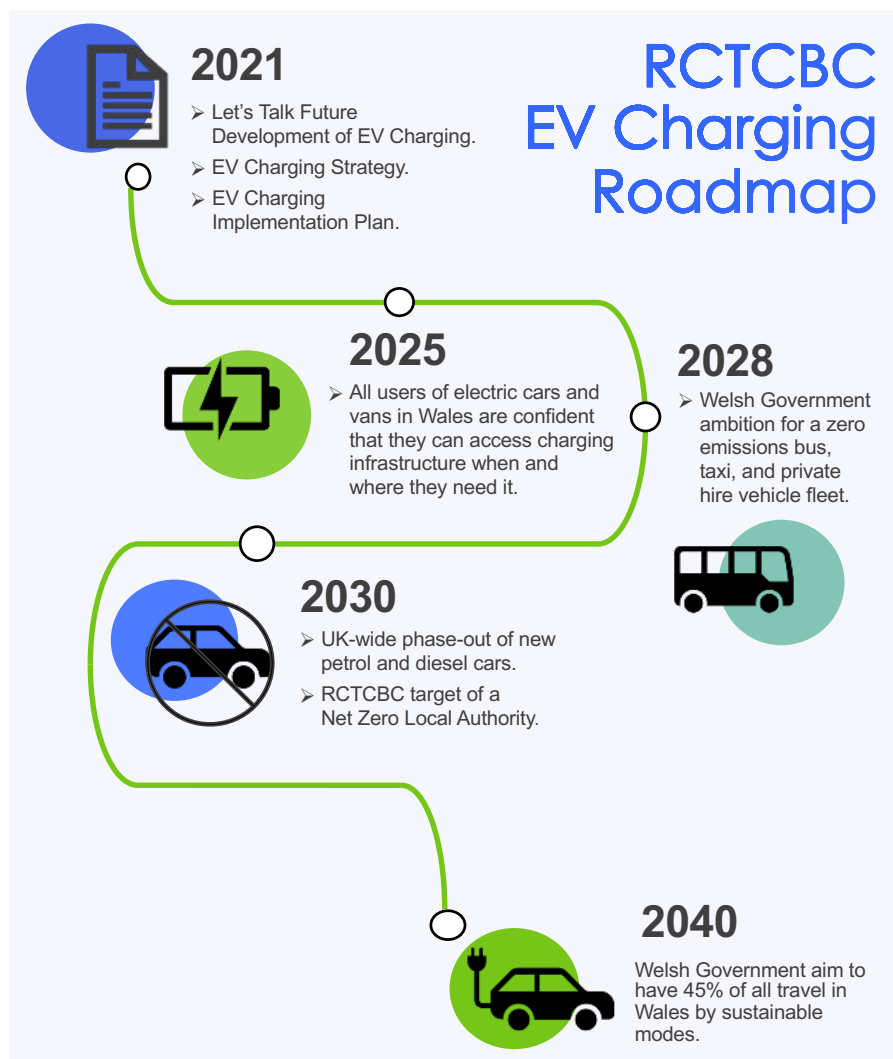
The aim of the strategy and implementation plan is to address changes needed and recommend actions required across the short, medium and long term.

**Short term -
the next 2 to 5 years**

**Medium term -
the next 5 to 7 years**

**Long term -
the next 7 to 10 years**

Figure 6: A summary of the key target dates regarding Electric Vehicle (EV) charging.



Planning Locations

The Consultation Report identified that 55% of respondents to the survey have access to their own private off-street parking. However, 42% of respondents have access to on-street parking only. Currently, 68% of respondents who own an electric vehicle use home charging typically parked on private land, including driveways and garages, where owners can charge their vehicles at their leisure. As EV ownership increases, there will be a continuing demand for alternative charging points, both for visitors and for those residents who do not have access to private off-street parking when circumstances dictate that on-street facilities cannot be safely provided adjacent to their residence. This highlights the importance in developing a charging network that considers both on and off-street charging options.

In considering where to install EV charging units, several factors must be taken into consideration, including, but not exclusively: Planning regulations, suitability of the local electrical distribution network, accessibility to residents and visitors, existing or projected demand and security and safety. Regardless of which sites are chosen for future EV charging units, the developer must first check whether the new installation requires planning permission or not.

Most typical EV charging units can be installed without planning permission, i.e. they are a "Permitted Development", providing they are sited within an area already lawfully used for off-street parking. However, to be classed as such, the development must comply with the relevant criteria set out in Schedule 2, Part 2, Classes D or E of the [Town and Country Planning \(General Permitted Development\) \(Amendment\) \(Wales\) Order 2019](#).

The criteria set out in the above Order identifies physical parameters regarding the size, positioning and number of units that can be installed without having to apply for planning permission. In summary, Permitted Development would be:

- The installation of a wall mounted EV charging unit within an area already lawfully used for off-street parking, (private drive or car park), if the outlet and casing would not exceed 0.2 cubic metres in size, face onto and be within 2 metres of a highway, or be within a site designated as a scheduled monument.

- The installation of an upstand with an EV charging unit within an area already lawfully used for off-street parking, (private drive or car park), providing the upstand and outlet would not exceed 1.6 metres in height from the level of the surface used for the parking of vehicles, be within 2 metres of a highway, be within a site designated as a scheduled monument, or result in more than one upstand being provided for each parking space.

In addition, a Local Authority can erect EV charging units and any associated infrastructure on land belonging to or maintained by them, e.g. pavements, etc., providing the equipment does not exceed 4 metres in height, or 200 cubic metres in capacity.

Should the proposed installation not comply with the relevant criteria identified above, planning permission would be required.

The Permitted Development criteria set out above is also relevant to installations in designated Conservation Areas, or within the curtilage of a Listed Building. Any installation should be as sympathetic to its surroundings as possible.

However, it advised that any installation within the curtilage of a Listed Building would require separate Listed Building Consent and that any installation within a designated Conservation Area that would involve demolition, either partial or complete of any unlisted structures, would require separate Conservation Area Consent.



Local Electricity Network

In some areas the capacity of the electrical supply network is likely to be a limiting factor, regarding the existing cable infrastructure and its ability to cater for the installation new of EV chargers. Areas of concern will need to be identified at the outset of any project planning process, especially where the intention is to install Rapid or Direct Current charging facilities, as these may not be permitted in certain circumstances.

All new public EV charging installations must have the approval of Western Power Distribution Ltd (WPD), as the local Distribution Network Operator (DNO) who manage the Electrical Supply Network in South Wales. WPD's role is to ensure that any new EV charging installations can be successfully supported by the local electricity supply network without compromising existing supplies. Where a local network must be upgraded to accommodate new EV units, this can greatly increase the cost and duration of any new EV installation.

Western Power Distribution - Connections for Electric Vehicle charge points.

The Council will need to consider the impact of increasing the provision of charge point infrastructure on the local electricity network. Local enhancements to the WPD network and installation of mini substations will add additional costs to charge point installation. Close dialogue needs to be maintained with WPD to ensure that the true costs in terms of time and money of any proposed EV charger location, are factored into the decision-making process. These discussions will help to give insight to the suitability of locations for charge point installation which will be included by the EVC Implementation Plan.



Security

Adequate security measures will require essential consideration in the rollout of charging infrastructure. The consultation identified that 36% of respondents said the installation of public charging points would “possibly” or “maybe” increase the likelihood of them purchasing an electric vehicle, with security as a common emerging reason for this. Furthermore, 36% of respondents said they would be happy to charge a vehicle in a remote hub / location. Again, one of the main emerging reasons was providing sufficient security measures are in place to ensure the location is a safe place to leave a vehicle.

Personal safety and security are also paramount in deciding suitable charge point locations. Consideration should be given to whether the street/car park lighting is adequate, also the installation of CCTV provision at some charge point sites would help in addressing such concerns. It is also possible that extra bespoke measures may need to be introduced to ensure some locations are safe for the public to use and walk home from.



Parking Enforcement

Parking enforcement will be required to help ensure that public charge point locations, designated for EV use only, are available as often as possible for EVs. The Council’s Civil Parking Enforcement team have powers to enforce both off-street parking (in regulated Council car parks) and on-street parking restrictions (which are supported by Traffic Regulation Orders).

It is envisaged that enforcement action may be required to deal with instances of non-EVs parking in designated EVC bays and also those vehicles that overstay time limits for charging, (which may be required to deter such behaviour). The Council will need to consider implementing restricted dwell times on EV bays during certain periods to discourage unfair usage, such as the use of the bay for extended periods, which in turn would prevent other users from accessing the charge point.

Due to the high percentage of terraced housing across the County Borough, the installation of any on-street charging points would require the addition of a marked parking bay reserved solely for the purpose of EV charging. RCT has a high proportion of terraced housing relying on on-street space for personal parking, and generally dedicated on-street residential parking bays,

where provided, are orientated parallel to the kerbside and irrespective of designated residential parking zones. The installation of dedicated EV parking bays could be objected to by non-EV user residents due to the already established high parking pressures, which may lead to neighbourhood conflict where numerous residents are competing for one charging bay, or indeed if the charging bay is used for parking ‘traditional’ vehicles, thus preventing access to the facility for EV owners.

For on-street parking, a relevant Traffic Regulation Order, (TRO), must be put in place by the Council to enable and support any subsequent civil parking enforcement. Consideration must be given to the additional costs and risk of delay that the TRO process adds to the installation. In addition, as part of the TRO, on-street charging bays will require suitable signage and markings to indicate that such bays are for EV use only and to help prevent longer than necessary occupancy. The Council’s subsequent EVC Implementation plan will acknowledge these necessary considerations if and where on-street EV charge points are intended to be installed.

Funding, Deployment and Management

In the process of increasing the provision of additional EV charge points across the County Borough, consideration should be given to how the funding of their installation, management and maintenance will be appropriately resourced. In order to do this, the development of a model that distinguishes the type of ownership and management the Council have over existing and new charge points is a key requirement of our strategy.

Generally, a charge point network will require:

- **An owner of the charge point,**
- **A manager, responsible for the day-to-day running of the charge point, including planned maintenance, reactive repairs and setting costs for charging devices,**
- **A network operator, responsible for the software system to enable the use of the charge point by customers.**

Typically, there are seven installation options, or 'models', available in terms of the type of

installation, ownership and management of the charge points. Table 2 provides a brief overview of the various options that RCTCBC will have to consider in the roll out of an EV charging network: Consideration of the most appropriate model option for charge point deployment and back-office management arrangement, i.e., in-house, or the use of a charge point provider to be adopted by RCTCBC is ongoing, with discussions being held to inform the Implementation Plan and deployment and management of a charging network.

Table 2: The various models of charge point infrastructure networks that should be considered.

Option	Owner	Manager	Network Operator	Description
A	RCTCBC	RCTCBC	RCTCBC	High level of investment by the Council but offers the greatest flexibility.
B	RCTCBC	RCTCBC	Supplier	Includes the outright purchasing and maintenance of charge point, with the network run by a supplier with expertise.
C	RCTCBC	Supplier	Supplier	Involves the purchasing of the charge point from a supplier. However, the supplier is employed to manage and maintain the charge points, which reduces flexibility in charge point type, but does provide a point of contact for users.
D	Supplier	Supplier	Supplier	Requires leasing Council land to the supplier for charge point installation. However, this risks the installation of charge points in isolation of public demand and location attractiveness for RCT users. The apparatus may revert to the client on completion of the agreement/contract. Revenue is shared.
E	Private Enterprise			A charge point network developed by commercial providers presents no financial risk to the Council, but risks installation of charge points in isolation of public demand and location attractiveness RCT for users.
F	Hybrid			A Private Enterprise would roll out the majority of the charging points but the complimentary RCT network could 'fill in the gaps' by providing chargers in less attractive locations thus ensuring a high level of equality of provision across the County Borough. This option could be rolled out quickly and would reduce the risk of unequal and perceived to be unfair provision.
G	Community & Social Enterprise			Multiple configurations of ownership and management could be achieved. Funding could be obtained by 'not for personal profit' community groups. There is an option for these community groups to own and/or manage these chargepoints. Alternatively, agreement can be made between the community group and Council enabling the Council to then own and manage these chargepoints. This option would enable greater funding opportunity as community groups can apply for a number of grant schemes.

OZEV Grant Funding Scheme

The Office for Zero Emission Vehicles (OZEV) has recently announced £20 million for the On-Street Residential Charge Point Scheme (ORCS) for the 2021-22 financial year. The scheme offers Local Authorities support to part fund (75%) the capital costs relating to the procurement and installation of on-street EV charge point infrastructure and an associated dedicated parking bay (where required) while the remaining 25% must be secured from other sources. ORCS will provide up to £7,500 per charge point installation, or up to £13,000 in exceptional circumstances.



UK Government Guidance

In order to determine the role public sector bodies will play in ensuring EV infrastructure is developed to meet the needs of residents, the Local Government Association (LGA) has commissioned Local Partnerships to carry out a research project to identify the role that Councils feel would be most appropriate for them with regards to EV charging, and to identify barriers that prevent them undertaking a more proactive role at the current time. The project's focus is on the charging of private cars and vehicles in residential areas where there is no option for on-street charging ([More information here](#)).

The outputs of the study will be used by the LGA to support discussions with Government relating to ongoing funding schemes, such as the ORCS, and provide evidence to define the support required by Local Authorities in increasing the provision of EV infrastructure.

Charge Point Speed and Power Ratings

In addition to the above considerations, the Council will have to consider the fast-paced development of charging solution technology to prevent the installation of charge points that could become quickly outdated. For example, EV batteries are increasing in size, rendering low-power charging supplies less useful beyond the short-term, which may ultimately lead to trickle charging becoming an insufficient charging option for many vehicles. A summary of the different types of charge points currently available for on-street and public use is provided in figures 7 and 8 below:

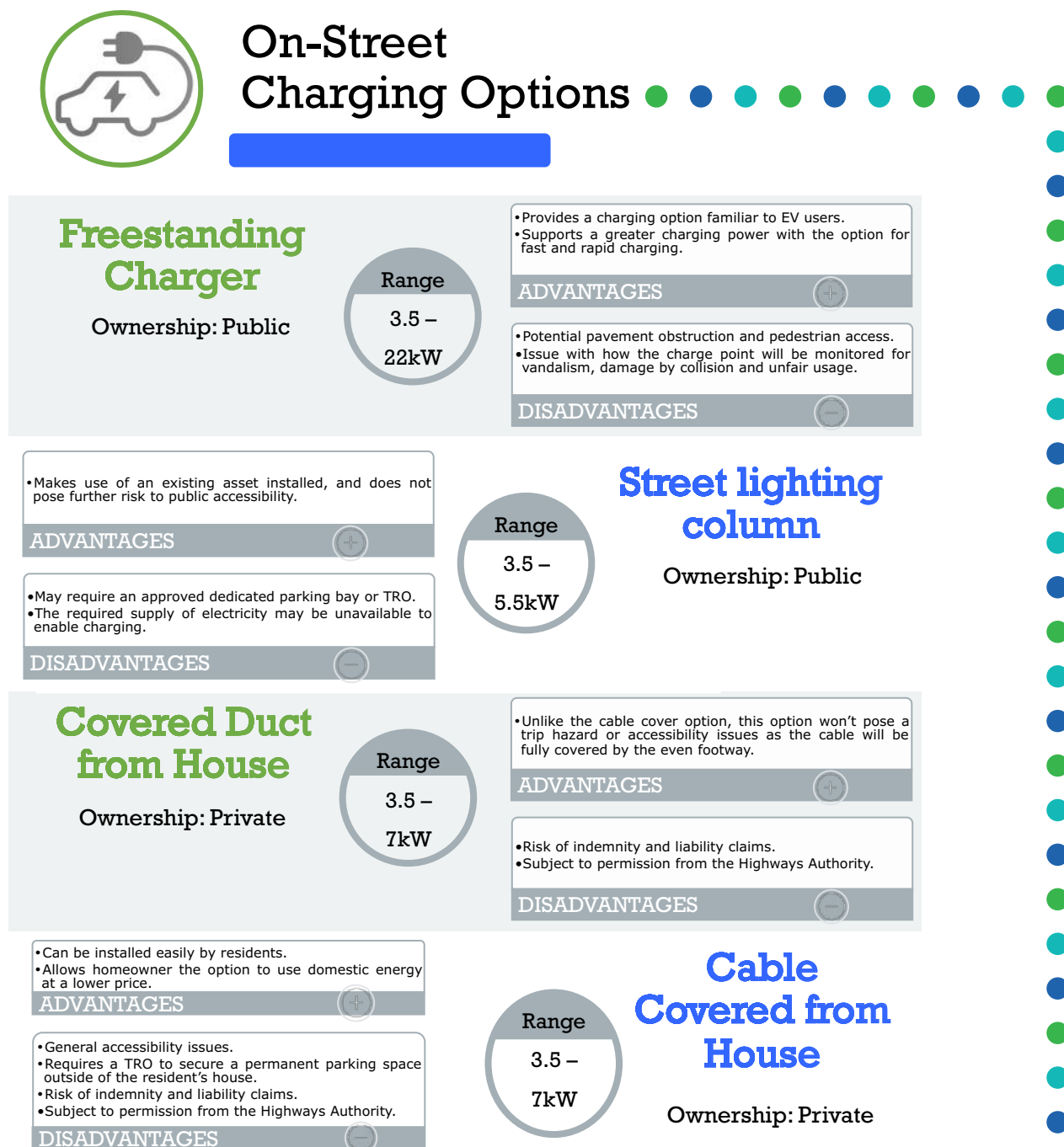
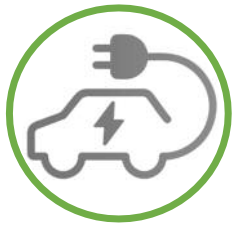


Figure 7: On-street charge point types.

Important Note: Where supplies are to be derived from private commercial properties or dwellings, design consideration will need to be given to the type of incoming electrical supply and associated earthing arrangements. BS.7671 is quite specific in the requirements for earthing in these areas and any property with a TNC-S (or PME) supply will pose a potential danger to users or passers-by should the incoming neutral be lost or severed. Charging units that automatically disconnect the supply to the vehicle in the event of a neutral fault would be recommended for use in such circumstances, but these come at a far higher cost.

It should be noted that for EV chargers in excess of 7kW, in every case, permission will need to be obtained from Western Power Distribution before installation can commence.



Off-Street Charging Options

Three Pin Plug



Standard three-pin plug that can be connected to any 13 amp socket.

Socketed



An EV charge point that can be connected to by using either Type 1 or Type 2 cable.

Tethered



An EV charge point with a cable attached that has either a Type 1 or Type 2 connector.

CHARGERS

TYPE	RANGE	LOCATIONS
RAPID	43kW plus	On-route short stay destination charging.
FAST	7kW – 22 kW	Car parks, supermarkets, leisure centres and houses with off-street parking.
SLOW	UP TO 3kW	Top-up charging at home, work, and longer-stay destinations.

CHARGING TIMES

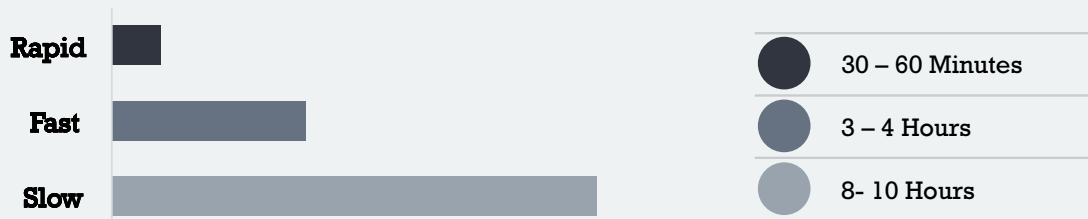


Figure 8: Off-street charge point types (Source: PodPoint).

Important Note: The type of charge point often determines whether a cable is tethered to the unit. Portable charging cables come with different connector options so can be used on untethered units.

Developers will have to consider the suitability of charge points type based on their safety, charging speed, cost, and their appropriate location for installation to closely meet the type of demand for increased EV use across the County Borough.



Destination Charging

Whilst the clear ambition would be to have EV charging facilities in every area of the County Borough, the early roll out of charging units will focus upon so-called “destination sites”. These are sites where people travel to, to access shops, hospitality, cultural and leisure services, and major transport hubs. Thus, the first round of installations will most likely be located in Council car parks, in local shopping areas, and Park and Ride sites.

In addition to any projects being driven by RCTCBC, to develop a charging network, the Council is proactive at a regional level through the Cardiff Capital Region City Deal (CCRCD) and the Cardiff Capital Region Transport Authority (CCRTA).

The CCRTA plan to install, initially, in excess of thirty - 22kW chargers at Council owned public car parks across RCT. This will greatly expand the limited opportunities for residents of electric vehicles to charge their vehicles whilst visiting sites across in RCT and, by extension, across the region as a whole.

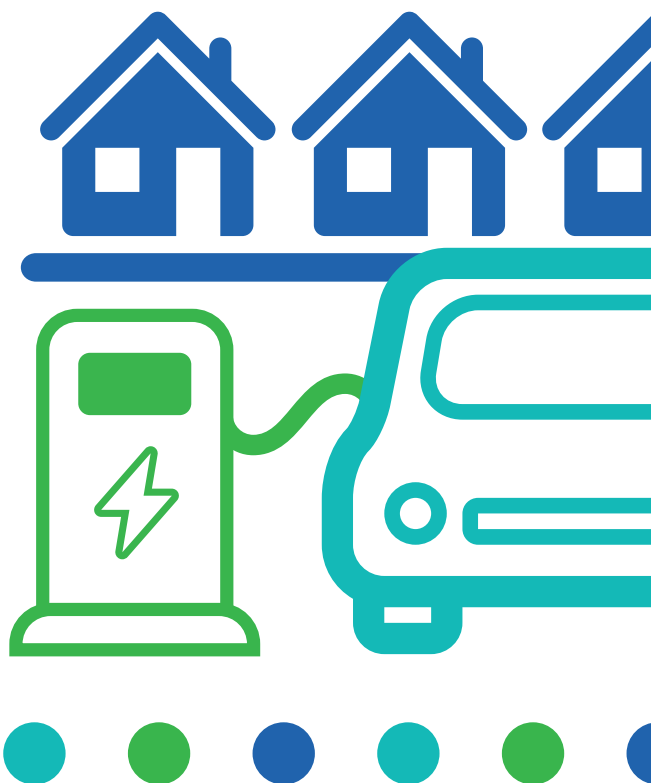
The CCRTA is also developing a bid to the OZEV, part of the UK Government, to expand this programme further, with match funding from the City Deal, which could provide up to £100,000 per Local Authority for charging infrastructure.

Many Supermarkets, and Tourism and Cultural attractions are installing EV charging points for their customers and visitors to use. RCT Council will engage with private sector “Destination Sites” to encourage them to provide similar facilities for their customers, whilst also giving prime consideration to the development of EV charge points within key target areas as determined by the Council and its Elected Members.

Residential Charging

The wide range of housing types within Rhondda Cynon Taf presents several challenges to the roll out of residential EV charging. For residential properties with their own private off-street parking, the installation of a charging unit is straightforward and will in most circumstances result in lower charging costs. Indeed, all new residential properties with off-street parking will be required to be “EV Ready” under new Welsh Government planning guidance.

Rhondda Cynon Taf, like all South Wales Valleys areas, has a large proportion of terraced residential houses. Local Authorities across the UK are trialling a variety of different options for on-street EV charging in areas with high levels of terraced housing, including designated charging bays, local community car parks with EV charging and street lighting adapted to provide EV charging. The Council are assessing all options going forward in order to provide a sustainable solution to facilitate accessible EV charging.





Workplace Charging

As the name would suggest, workplace charging is the provision of EV charging units in non-residential car parks, owned and operated by private businesses or public sector organisations. With the sale of new fossil fuelled cars and vans coming to an end in 2030, many companies and organisations are debating how to respond to this deadline and are beginning to develop proposals to “electrify” their vehicle fleet. The presence of workplace charging facilities also provides the opportunity for employees and visitors to use these units, subject to the agreement of the business or organisation concerned.

The UK Government is supporting the roll out of workplace charging by subsidising the cost of installing EV charging units through the Workplace Charging Scheme. ([Workplace Charging Scheme: guidance for applicants, charge point installers and manufacturers - GOV.UK \(www.gov.uk\)](#)).

The Welsh Government’s Future Wales Planning Policy Plan 2040 also sets out that all new or substantially refurbished non-domestic buildings with dedicated parking will be required to have at least 10% of parking spaces allocated for EV charging.

The Council will investigate and promote the expansion of its EV charging facilities, both for its own Fleet vehicles and intended staff use and where appropriate, for visitors and users of the Authority’s Leisure and Cultural facilities.

Other Electric Vehicles



TAXIS



Table 3: Breakdown of the ULEV transformation fund grant awarded to the Cardiff City Region in the year 2020-2021.

(Source: [Welsh Government](#)).



Taxis

The Council is currently working with the CCRC and the CCRTA on a [Taxi Strategy for South East Wales](#) to convert all taxis to EV by the Welsh Government target date of 2028. Following successfully securing £1.3M of Welsh Government funding during 2020/21, a contract has been let to establish a charging network for taxis across the region, together with a scheme to procure a fleet of wheelchair accessible electric taxis that can be leased to operators on a “try before you buy” basis. Table 5 below provides a breakdown of the ULEV transformation fund grants awarded to the Cardiff City Region in the year 2020-2021. Other initiatives to encourage taxi operators to switch to an electric vehicle fleet will also be rolled out, including incentivisation schemes and webinars to provide information and support towards the transition to electric vehicles.

Scheme	Amount
Taxi ULEV infrastructure	£1,040,000
Bus ULEV infrastructure	£100,000
Transport Hub ULEV infrastructure WelTAG 2/3	£100,000
EV roadshow with drive and ride opportunities	£56,000



BUSES



Buses

There are a number commercially available electric buses in the UK and some trials are underway, predominantly in urban areas. These vehicles rely upon being charged overnight in their Depots and presently must return to Depot to re-charge. The Council does not operate any public service buses, but in the future will need to work with local bus operators, to explore the potential of installing additional electric bus charging points in our principal bus stations, should the need arise.

In relation to school transport, the South-East Wales Regional Transport Authority (RTA) have commissioned Cenex to undertake a study on the transition towards an EV bus fleet. Barriers towards this transition have been identified such as the affordability and deliverability due the age of current fleet, and their retrospective large capital cost to replace.

Trials are also underway of Hydrogen fuelled buses in the UK, which are proving to be better suited for longer journeys in urban and rural areas. Another advantage is that hydrogen fuel can be replenished in minutes at a refuelling station, although the number of re-fuelling sites is very limited at present. In the future, hydrogen fuelled buses may prove to be a viable alternative option for regions of the UK, like the South Wales Valleys, but at present both cost and availability remain substantial barriers that need to be overcome.



CAR CLUBS



E-MOTORCYCLES / E-MOPEDS



E-BICYCLES / MOBILITY SCOOTERS

Car Clubs

Car Clubs operate to provide drivers with a vehicle for short term hire, typically for a couple of hours up to a maximum of 24 hours. These clubs are particularly located in urban areas, where drivers may not want the expense of owning a vehicle but will need access to one on an infrequent basis. Many clubs are now switching to electric vehicles as their fossil fuelled vehicles are replaced.

The Council will explore the potential of engaging with Car Club operators to set up a scheme in the County Borough in the future. The potential implementation of such schemes will have positive socio-economic benefits, as it will increase access to electric vehicles for those that cannot commit to the expense of owning an electric vehicle. The Council could also consider the use of such Car Clubs amongst the Council's Grey Fleet.

E-Motorcycles / E-mopeds

Road legal E-Motorcycles and E-Mopeds are becoming increasingly popular for commuting and as light delivery vehicles. They can all be charged using a standard 3 pin plug and many have the added advantage of removable batteries, enabling a fully charged battery to be inserted whilst the flat battery is put on charge.

Many E-Motorcycles and Mopeds can also be charged at public charging stations, although they are restricted to using Slow (3 – 7 kW) units.

E-Bicycles / Mobility Scooters

E-Bicycles are popular vehicles for commuting and for leisure activities. Due to the battery sizes, they can only be recharged using a standard 3-pin socket and cannot use the public charging stations. Most E-Bicycle batteries are removable and so can be swapped for a fully charged battery, if available.

Consideration will need to be given by planners and developers to the provision of "Destination Charging" for both these modes of transport, together with those immediately above. One option could be to provide indoor public charging facilities for the batteries only, (with bikes/scooters to be parked up and secured as normal), within publicly accessible buildings or sites, (e.g. public libraries or parks buildings).

Continuing to work closely with our partners on a regional basis will promote all the benefits of joint working. Such coordinated actions will help realise all available funding early in the process, enabling the delivery of projects that meet the needs of essential parts of the commercial sector, such as taxis and buses, whilst ensuring that any major projects, such as transport hubs, are able to maximise all opportunities that may present themselves in the future.



Expanding the Council Electric Vehicle Network



Fleet Vehicles

At present, the Council's fleet is predominantly diesel based. However, the Council have been trialling Hybrid and EV vehicle options, as well as alternative fuel options, with the intention of moving towards the use of more sustainable forms of fuel. The Council are in the process of formally evaluating its fleet composition with the aim of identifying the necessary measures required to transition to a low emission vehicle fleet. This is being conducted in conjunction with the Welsh Government ULEV project, for which data gathering commenced in December 2020. Direct EV charger requirements to accommodate the changes to fleet are also being considered by the project.

The resource for this study is largely provided by Welsh Government, (after RCT Council successfully bid for Transition support from Welsh Government), and when completed, the report will provide information on the various aspects of road transport emissions and the potential actions to move the area towards the overall Net Zero ambition.

Procurement

In 2017, the Welsh Government set the ambition of achieving a Net Zero public sector by 2030. The Welsh Government published the document "Prosperity for All: A Low Carbon Wales" in March 2019, which laid out a collection of policies and proposals to help meet carbon budget and emission reduction targets.

In May 2021, the Welsh Government published the  **Public Sector Net Zero Reporting Guide**, which is a guide for the public sector in Wales to estimate their net carbon footprint including both direct and indirect

emissions, including procurement. It is important to ensure that all future tenders regarding EVs and EV charging infrastructure is completed in a way that will help reduce the Council's footprint.

It is also important to ensure that the development of the EV charging infrastructure network is congruous with the procurement of an EV fleet. The success of the transition from petrol and diesel vehicles to electric vehicles will be subject to how effective and accessible the EV charging infrastructure will be for all EV drivers.





Staff and Visitor EV Charging

The provision of EV charging facilities by both private and public sector organisations for the use of visitors and/or staff will provide an appreciable contribution to the EV charging network in the future.

However, these EV charge points are normally not available to the public, nor are they available 24/7. Many Supermarket operators have installed free EV charging units for their customers (on a time limited basis), with some now also offering rapid charging for a small fee. Chargers can also be found at some tourist attractions.

The Council has recently installed an EV charging unit at a Sports Centre for the use of visitors, who must request access from the Sports Centre Reception to activate the unit. Users of this charging facility will pay a small zero-profit hourly-fee for the electricity they use. This unit, when operational, will be available during opening hours of the Sports Centre.

Many recently constructed schools and all new future schools will be required to provide EV charging facilities. These will be solely for the use of school visitors, staff and where available, school vehicles e.g., Minibuses. They will not be available for the public to use.

The Council is surveying its other owned and operated facilities to develop an ongoing programme of similar EV charging installations across its sites.



Impact Assessments




Equalities

The need for a substantial increase in the number of slow, fast and rapid charging devices available across the County Borough has been identified. Promoting equality of access to charging is therefore paramount to this strategy.

Under the  **Equality Act 2010**, RCTCBC has a duty to make decisions with due regard to the need to:

- Eliminate unlawful discrimination
- Advance equal opportunity
- Foster good relations on the basis of protected characteristics

As such, an equality assessment has been undertaken to ensure the Council is making informed, effective and fair decisions whilst being in compliance with relevant legislation such as the aforementioned Equality Act 2010.

Furthermore, the  **Well-being of Future Generations Act (WBFGA)** requires public bodies in Wales to think about the long-term impact of their decisions, to work better with people, communities, and each other and to prevent persistent problems such as poverty, health inequalities and climate change. To achieve this, the Act puts in place seven well-being goals which public bodies must work to achieve, as illustrated by figure 9 below.

A more equal Wales is one of the well-being goals which ensures that the Council works towards a society that enables people to fulfil their potential no matter background or circumstances. This strategy will emphasise how the Council aims to create a more equal society with focus on disability equality and socio-economic equality. The Council has undertaken Impact Assessments detailing how this strategy will deliver on the well-being goals set out in WBFGA.

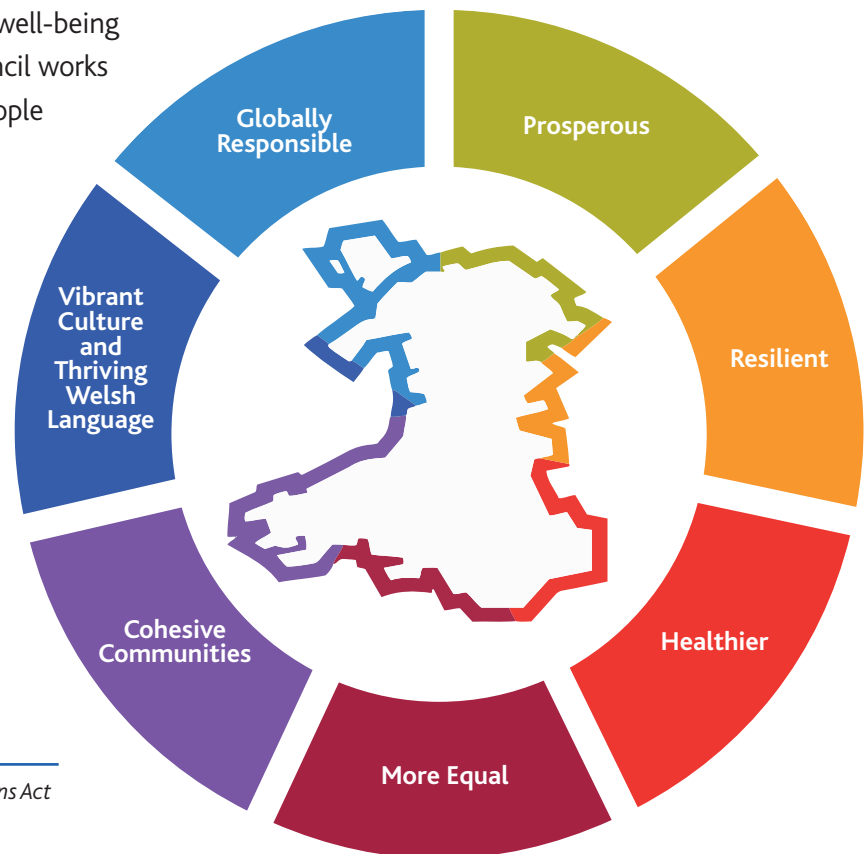



Figure 9: The Well-being of Future Generations Act 2015 Well-being Goals.






Enabling Equality

The Council is committed to removing the barriers that disabled people face in society, including those that prevent people from accessing Council services. The UK Government’s Automated and Electric Vehicles Act details no specific regulations or definitions promoting access for disabled people. In addition, there are currently no national or international design standards both for the charging units themselves, nor the installation layout to ensure its accessibility to all EV drivers. In most cases, EV drivers with a disability do not have access to charging units away from their own home. A study by the charity  **Motability** and RiDC on the opinions of disabled electric vehicle drivers found that charging infrastructure may not be accessible for a large proportion of disabled people, and by 2035 it is estimated that there will be 2.7million drivers with disabilities, with approximately 1.4 million being mainly reliant on public charging facilities.

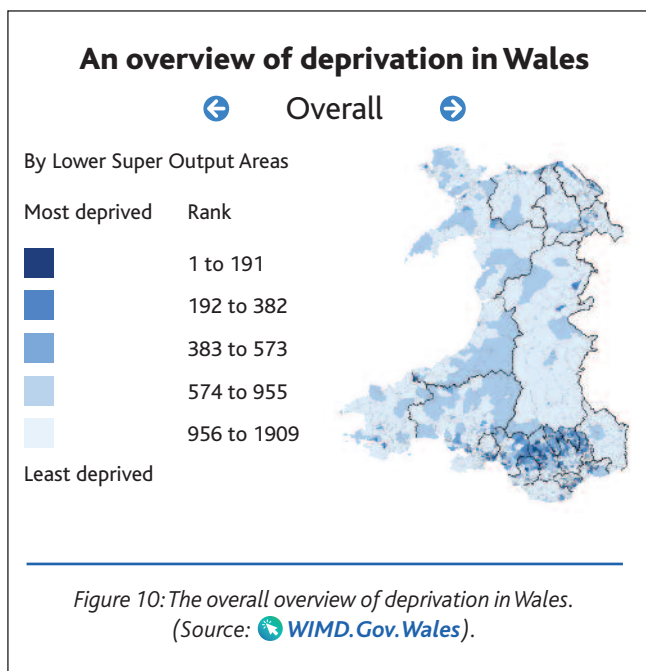
In light of this, work is being undertaken to make EV charging infrastructure in the UK accessible for people living with disabilities. A set of accessibility standards for EV charge points across the country will be developed in partnership with Motability, the UK Government and the British Standards Institute (BSI). These standards are expected to be published by summer 2022 and will provide guidance on how to make charge points more accessible.

Despite the lack of published guidance to date, this strategy will advocate for disability and accessibility equality in the roll out of EV charge points, in line with the Council’s  **Equality and Diversity Policy**. Working with the Council’s Disability Forum, the Implementation Plan will aim to address identified barriers and set uniform standards regarding kerb height, adequate spacing and charge points being of a height suitable for wheelchair users.

Socio- Economic Equality

The official measure of relative deprivation for small areas across Wales is provided by the Welsh Index of Multiple Deprivation (WIMD). It provides insight into those communities across Wales with the highest levels of deprivation. Deprivation refers to the lack of access to opportunities and resources in our society. Figure 10 below provides an overview of the overall deprivation in Wales. According to the WIMD data, RCT contains some of the most deprived areas in Wales.

The Council strives to work towards achieving the well-being goal of a more equal Wales and to abide by the Equality Act 2010 by increasing access to opportunities and resources, in this case by promoting access to an affordable EV charging infrastructure. The Council aims to achieve this by ensuring equal access to charging facilities, no matter background or circumstance. The EV Charging Strategy will aim to support the alleviation of poverty and deprivation, improve access to employment opportunities, improve access to skills and to develop improved infrastructure and healthier communities. To ensure this, the Council will ensure that charging infrastructure will be designed inclusively and will be fairly priced to increase both physical and financial accessibility.





Welsh language

Public bodies must work to achieve all seven well-being goals put in place by the WBFGA, with achieving a Vibrant Culture and Thriving Welsh Language being one of the seven goals. The Welsh Government's ambition is to see the number of people able to enjoy speaking and using the Welsh language to reach a million by the year 2050, for further information see the [🌐 Cymraeg 2050 Welsh Language Strategy](#). The Council intends to support this ambition by providing the conditions to facilitate an increase in the use of the Welsh Language.

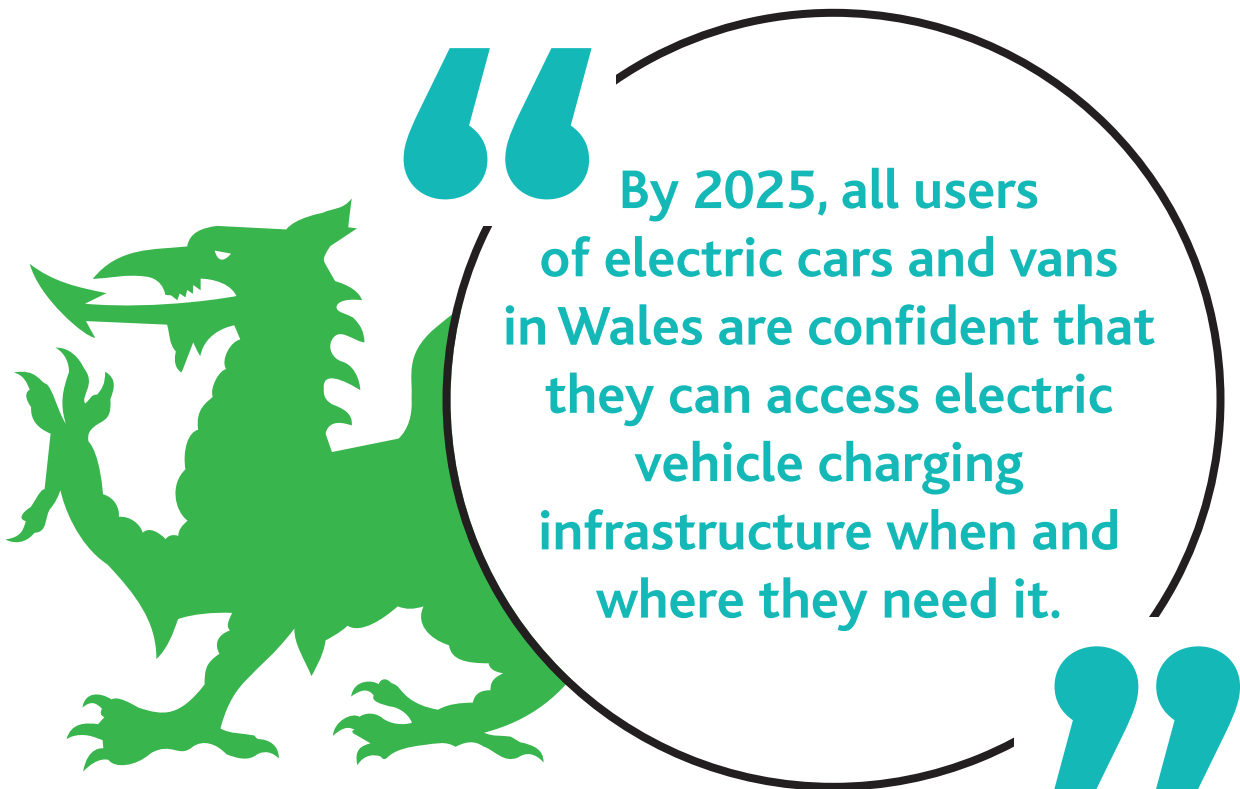
Under the Welsh Language (Wales) Measure 2011, RCTCBC has a duty to comply with specific standards in respect of the delivery of Welsh language services. To ensure that we meet the requirements of the Measure, we have undertaken a Welsh Language Impact Assessment to evaluate the likely (or actual) effects of the Electric Vehicle Charging Strategy (EVCS) on the Welsh language, both within our workforce and in the community, so that we can mitigate any negative impacts and enhance the positive impacts.

In line with the Council's Welsh Language Promotional Strategy, the EVCS will ensure that bilingual Welsh first signage and Welsh language services are available on the charging devices installed by the Council, or its Contractors, throughout the County Borough. The Council will also use its influence to encourage other Charge Point providers to implement the same measures to support the Welsh Language.

Accessibility

All charge point locations will need to be designated for EV use only when charging and should ideally be available 24/7, particularly if the intended users are local residents. The expectations of residents will need to be promoted judiciously, particularly in the case of on-street charge point installation, where several health and safety issues will also come into play, both of a technical and practical nature.

 A Vision for Charging in Wales:

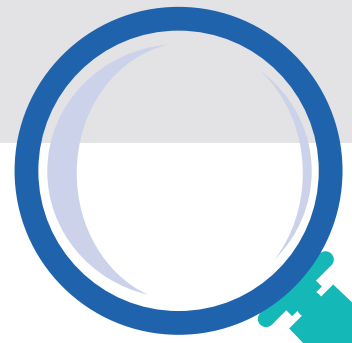


To achieve the Welsh Government's vision for charging in Wales, there is a clear need for better quality charging to improve the user experience for electric cars and vehicles, including better accessibility and inclusivity. As such, all charge point locations will need to be designed to safely meet accessibility standards, which will make charging facilities available to everyone, particularly for those most vulnerable and those with accessibility needs.





Glossary



Climate Change:

Net Zero - Some carbon is still released but is offset by renewables we pay for.

Carbon Neutral - Some carbon is still released but is offset by someone else or somewhere else.

Decarbonisation - The action of cutting greenhouse gas emissions.



Vehicle Types:

Electric Vehicle (EV) - Term used to encompass all vehicles that use electric as a fuel source.

Ultra-Low Emission Vehicle (ULEV) - A vehicle that produces less than 75g of Carbon Dioxide for each kilometre driven.

Battery Electric Vehicles (BEV) - A vehicle that runs entirely on electric powered by a battery and charged using a dedicated charge point using mains electricity supply.

Hybrids - Combustion engine and electric propulsion motor. Battery charged through regenerative braking, very low zero emission range.

Plug-in Hybrid Electric Vehicles (PHEV) - A vehicle that combines both traditional combustion engine with an option to plug in the vehicle to extend use of the battery. On average these vehicles will travel 30 miles on an electric battery, after this point the combustion engine will be used.

Plug-in Vehicle (PiV) - Refers to all vehicles that must be plugged in to charge.

Low Carbon Vehicle (LCV) - Refers to vehicles which emit fewer toxic and harmful gases than a standard car.

Heavy Goods Vehicle (HGV) - Refers to vehicles over a weight of 3.5 tonnes.



Charging:

Trickle Charge - The slowest form of charge at less than 2kW using a 3-pin plug. Time intensive, usually used for at-home overnight charging.

Slow Charge - Typically charge at less than 7kW and generally used for overnight charging of BEVs and top ups for hybrid vehicles, with a charge-up time of 8- 12 hours. Faster charging times and better safety features than 3-pin plugs.

Fast Charge - Typically charge at 7- 22kW with faster charging times and enabling users to make better use of off-peak energy tariffs. Typical charge-up time of 1.5- 5 hours.

Rapid/ Ultra Rapid Charge - Typically charge at 43- 350kW with an average charge time between 15- 45 minutes. These are generally located at service stations and public locations.

Type 1 Inlet - Type of connector with a 5-pin plug commonly used by Asian and American manufactures.

Type 2 Inlet - Type of connector with a 7-pin plug commonly used by European manufacturers. This connector type is more favourable with EV development due to their ability to carry a three-phase power supply.

Socketed - A charge point, with a socket, where you can connect either a Type 1 or Type 2 cable.

Tethered - A charge point, with no socket, but with a cable attached, with either a Type 1 or Type 2 connector at the "vehicle end".

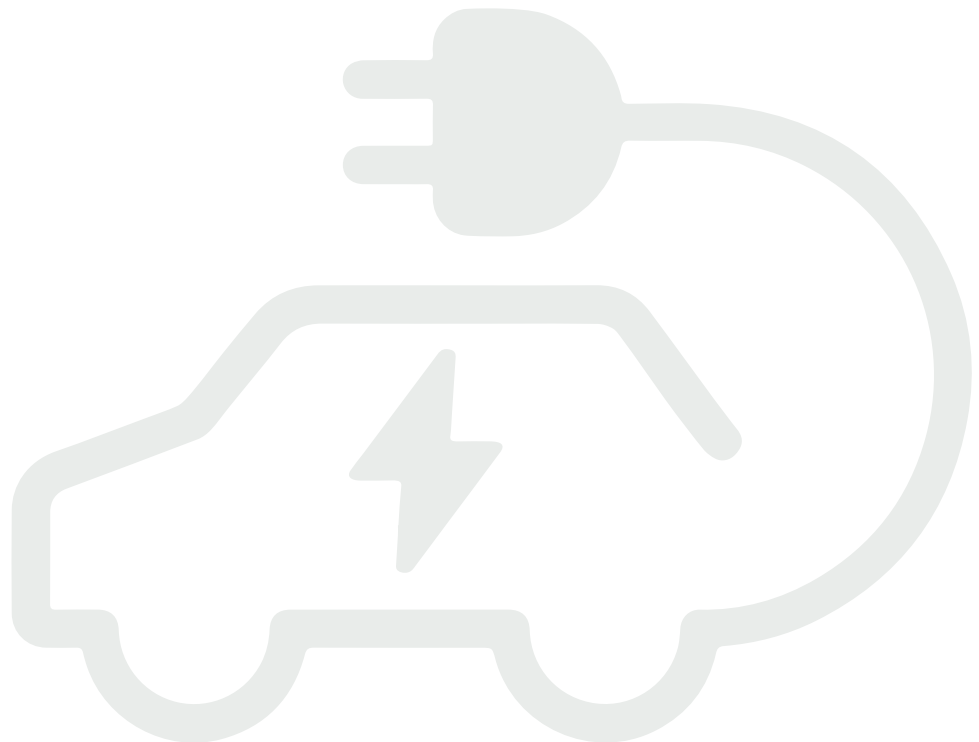
Traffic Regulation Order (TRO) - A legal document that restricts or prohibits the use of the highway network, in line with The Road Traffic Regulation Act 1984.



Energy:

Kilowatt (kW) - A measure of working power available.

Kilowatt Hour (kWh) - Measure of energy stored or used, also used to measure EV battery energy use.





NOTE:
TEXT TO BE UPDATED AT THE END WHEN DOCUMENT IS SIGNED OFF DUE TO CHANGES COULD HAVE KNOCK ON EFFECTS TO PAGES AND FORMATTING.

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Appendix II

Charging Devices in Wales

This map shows the density of charging devices by local authority. Figure 11 and 12 below illustrate:

- Devices per 100,000 population
- Rapid devices.

Note: Where a device has more than one speed of connector, it is classified as the highest-speed available.

Each map follows the same colour scale, with the bottom 20% of local authorities, the ones with the lowest number of devices being shown by pale yellow and the top 20% by dark blue.

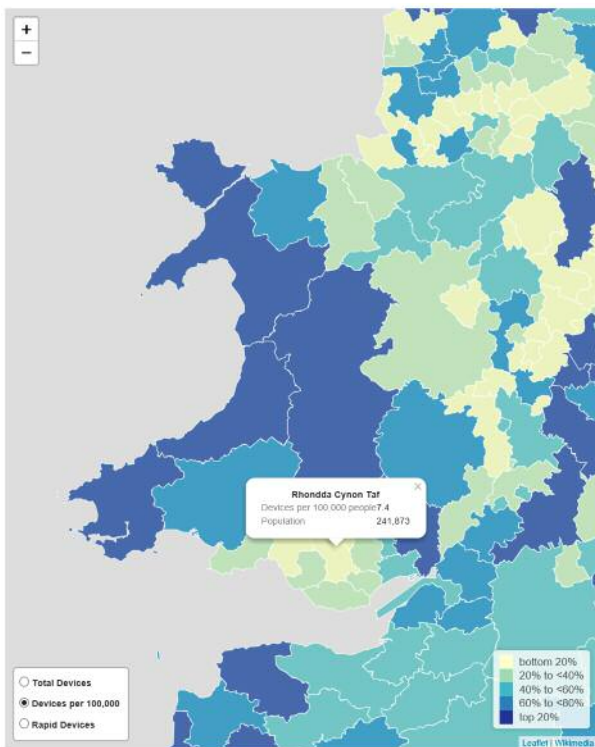


Figure 11: The total number of public electric vehicle charging devices in Wales per 100,000 of the population, based on Office for National Statistics Population estimates for mid-year 2019. (Source: Department for Transport).

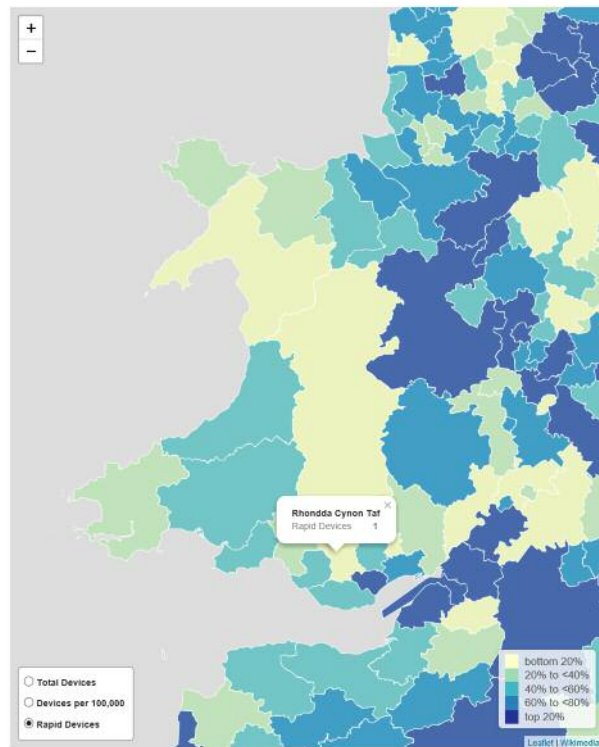


Figure 12: The total number of public rapid electric vehicle charging devices in Wales. 'Rapid devices' are those whose fastest connector is rated at 43kW or above. (Source: Department for Transport).

Appendix III

The following information has been taken from the March 2021 **report** that was presented to RCTCBC's Climate Change Cabinet Steering Group.

The Cardiff Capital Region Transport Authority (CCRTA) has been developing proposals to install 22kW charge points at a range of council owned sites across the region; such as public car parks and a bid has recently been submitted to Welsh Government (WG) for delivery in 2021/22. This will greatly expand the limited opportunities for residents of electric vehicles to charge their vehicles whilst visiting public car parks in RCT and other councils in the region. A list of sites included in the bid by the figure 13. The CCRTA is also developing a bid to the Office for Zero Emissions Vehicles, part of the UK Government, to expand this programme with further support and match funding from City Deal – this could provide up to £100,000 per local authority for charging infrastructure.

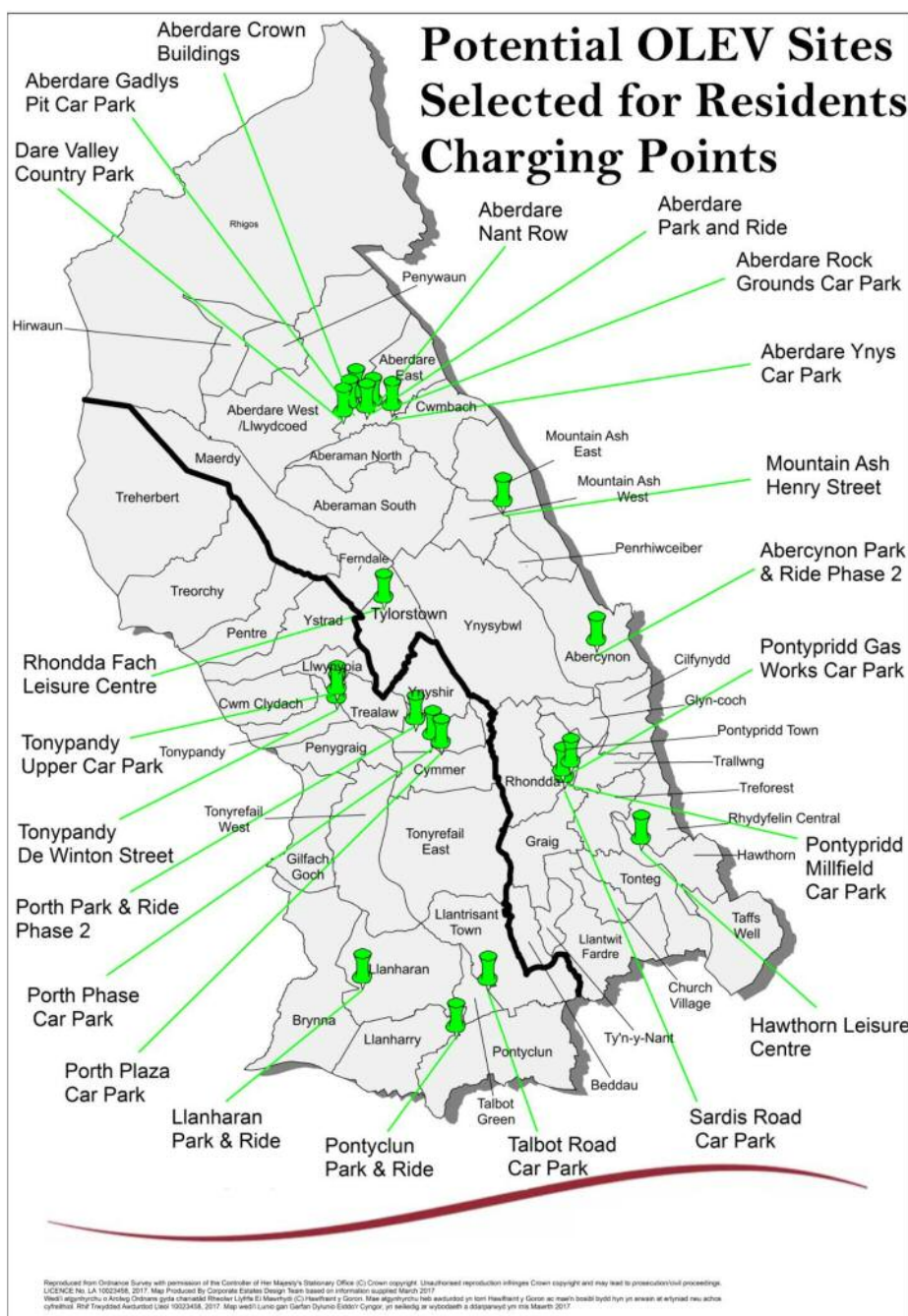


Figure 13: A list of sites included in the CCRTA bid to install 22kW charge point at a range of council owned sites across Rhondda Cynon Taf such as public car parks and a bid has recently been submitted to WG for delivery in 2021/22.

It is important to determine the best location and type of charging points across the County Borough. Rapid/Ultra rapid chargers (43 – 350kW) can be located at sites such as short-term car parks and Transport hubs, Fast chargers (7-22kW) can be located at public buildings such as leisure centres/long stay car parks and Slow chargers (<7kW) can be installed at workplaces/homes.

Figure 15 illustrates a map which is indicative of early considerations for EV Charging sites that can be developed to take account of a recent OLEV application made for off-street residents parking, with the aim of ensuring that there is a suitable geographical distribution of charging points across the County Borough.

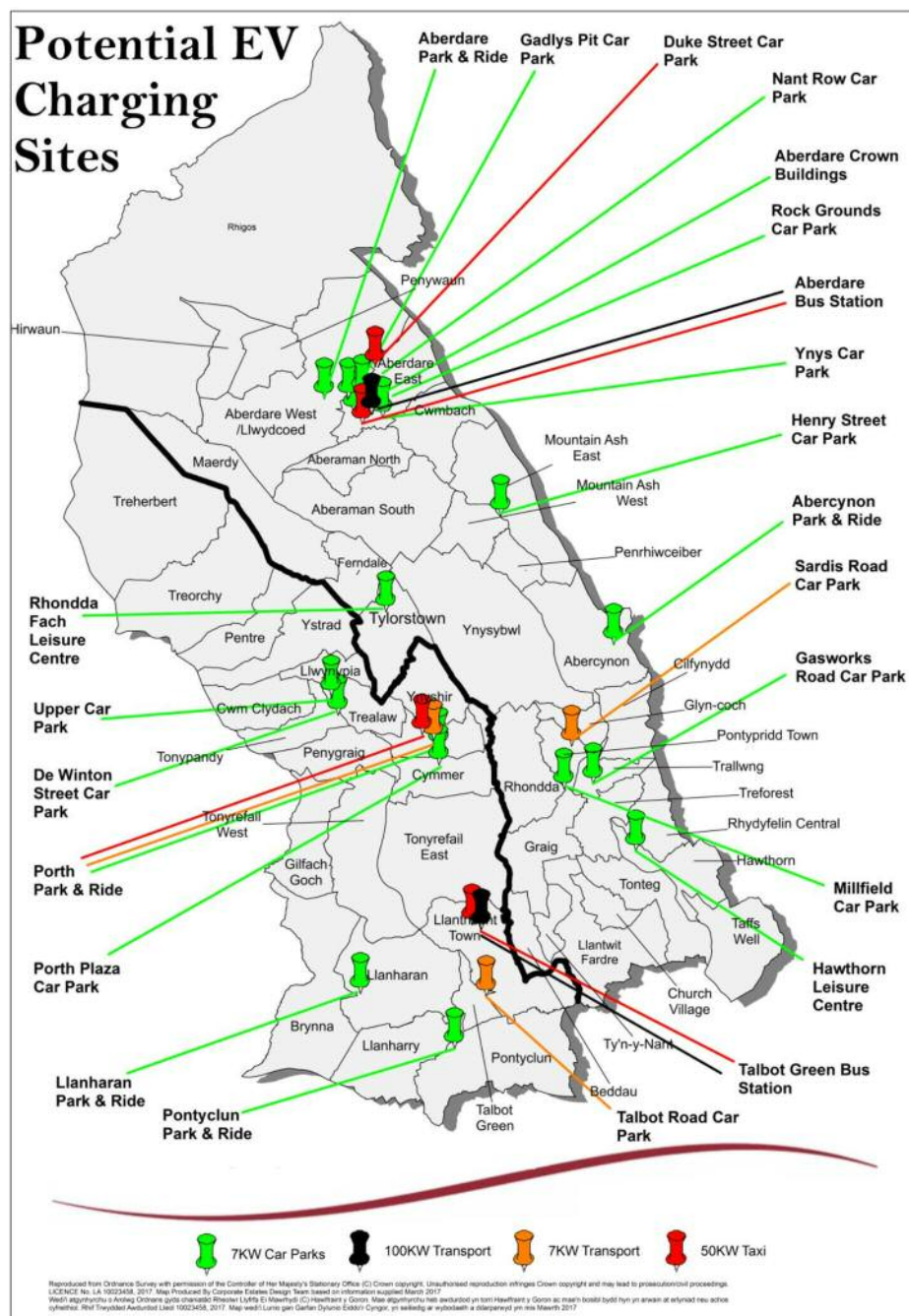


Figure 15: Map of RCT showing potential EV charging locations.



Rhondda Cynon Taf County Borough Council

Electric Vehicle Charging Strategy 2021 - 2030

JN: 50915-41 September 2021

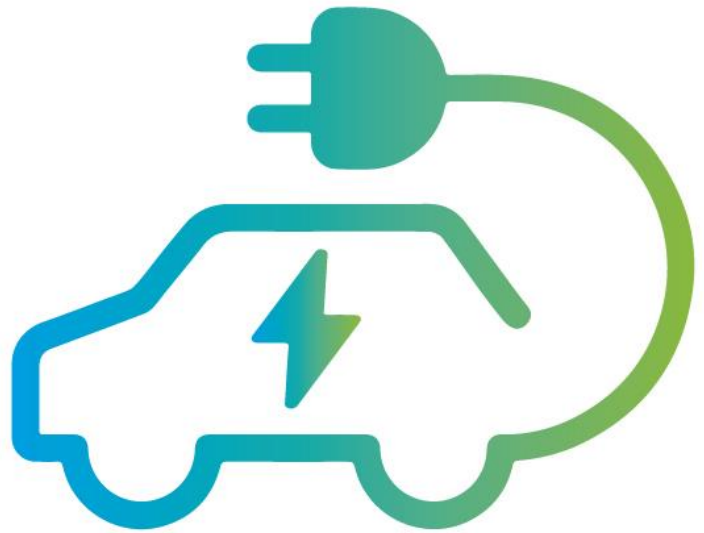


Rhondda Cynon Taf
Hinsawdd Ystyriol
Think Climate
Rhondda Cynon Taf



**Dewch i
siarad RhCT**
Let's talk
RCT

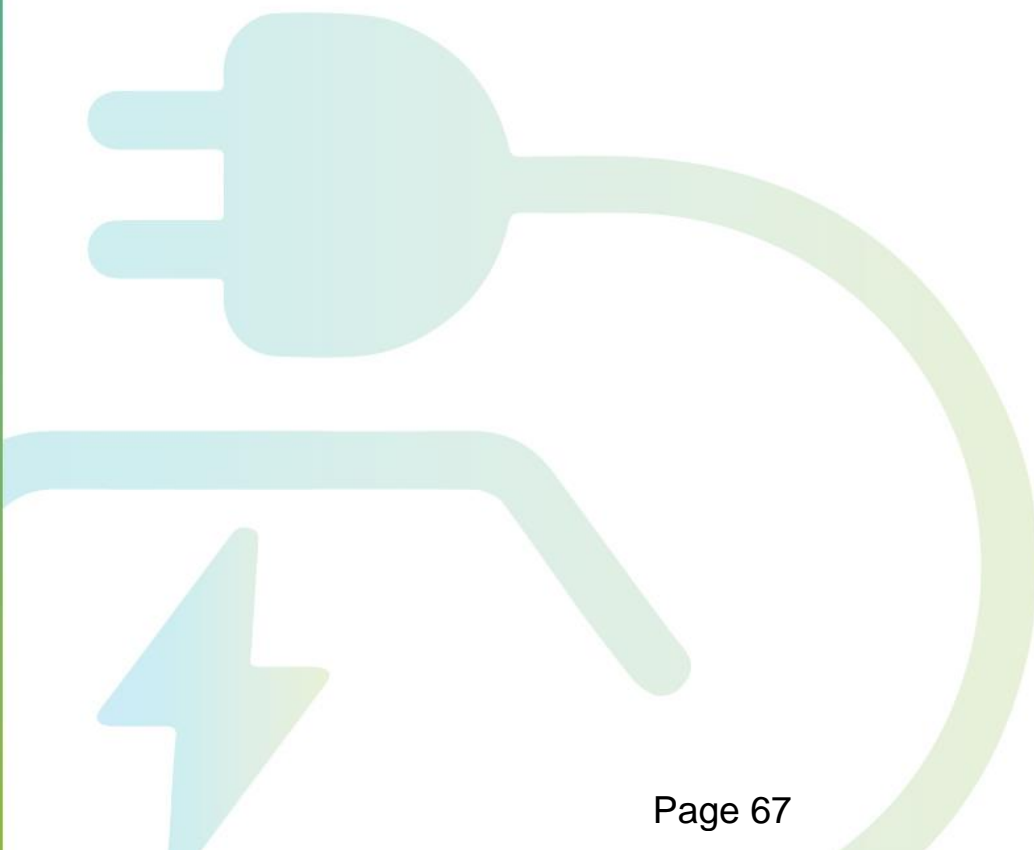
Electric
Vehicle
Charging



Phase 2 Consultation on the

Future Development of Electric Vehicle Charging

October 2021



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SUMMARY

- This section provides a summary of the main findings from Phase 2 of 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 data presented in this report does not include responses received in Phase 1 of this consultation, which ran from 19th April to 31 May 2021. The results from Phase 1 were used to assist in the writing of a draft Strategy.
- Phase 2 of the consultation started on the 1st June and ended on the 5th October 2021. This phase continued to gather data from the existing Let's Talk engagement tools, as well as introducing the draft Electric Vehicle Charging Strategy for comment.
- The draft Electric Vehicle Charging Strategy was added to the consultation website on the 6th September 2021, and visitors to the site were encouraged to provide feedback via the site tools and by directly emailing the Consultation team.
- 4 emails were received in response to the draft strategy.
- 100 poll responses were received, adding to the totals recorded in Phase 1.
- 178 places were identified as potential electric car charging points by 55 site users through the pin dropping function on the map, adding to the totals recorded in Phase 1.
- 4 users responded to the Stories prompt "If you already own an electric vehicle, share with us what has been good and/ or bad from your experience", adding to those received in Phase 1.
- Overall, 127 people engaged directly in the engagement on the Let's Talk Electric Vehicle Charging site during the period 1st June to 5th October 2021. 476 people were informed (viewed documents and multiple pages) and 1,000 were aware of the project (visited the site). This makes the totals throughout both phases of the consultation period 548 people who engaged, 1001 people who were informed, and 2184 people who were aware.

1. INTRODUCTION

- 1.1 This report presents the findings of the second phase 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 key findings of Phase 2 data.

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 need to develop 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.
- 2.7 The results from Phase 1 were used to assist in the writing of a draft Strategy.
- 2.8 The draft Electric Vehicle Charging Strategy was added to the consultation website in Phase 2, and visitors to the site were encouraged to provide feedback via the site tools and by directly emailing the Consultation team.

3. METHODOLOGY

Key actions included:

- 3.1 In Phase 1 we used 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 In Phase 2 we promoted the draft Strategy on the website and via social media, and requested comments by email.
- 3.5 Overall, 127 people engaged directly in the engagement on the Let's Talk Electric Vehicle Charging site during the period 1st June to 5th October 2021. 476 people were informed (viewed documents and multiple pages) and 1,000 were aware of the project (visited the site). This makes the totals throughout both phases of the consultation period 548 people who engaged, 1001 people who were informed, and 2184 people who were aware.

4 Key Findings

Emails in response to draft Strategy publication

- 4.1 4 direct emails were received in response to the publication of the draft Electric Vehicle Charging strategy. 3 of these were from private individuals, and one was from the Network Development Manager (South Wales) at Sustrans Cymru.
- 4.2.1 In the email from Sustrans Cymru, the first point raised is the need to link the EV strategy to wider transport and public transport strategies as part of addressing climate change.
- 4.2.2 Accessibility is also raised by Sustrans Cymru in specific response to the draft Strategy document:

*“...how can we facilitate private charging for those people that do not have off road parking. **This must not involve the loss of footway space needed for walking.**”*

“I can see all sorts of issues with less abled people struggling to connect their vehicles to existing charging point.”

The full text of this email, and the other emails received, can be read in Appendix 1.

- 4.3 In the emails received from members of the public, the most common theme raised was cost, with the suggestion that the EV charging strategy or related strategies could include financial assistance or incentives to encourage private take-up of new technologies:
- “A commitment from the householder/business to purchase a £25,000+ vehicle should come with a commitment from RCT”*
- 4.4 One email also directly addressed the question regarding location of proposed charging facilities, suggesting the emphasis could be on destination charging rather than private or at-home charging:
- “(destination charging) will both encourage those that have difficulties charging in terraced streets by demonstrating how easy it is wherever else they go, and also relieve pressure on demand for limited on street provision at such addresses.”*
- 4.5 The issues around older, terraced housing and a lack of parking in residential areas was also a common theme in these messages.

“How do I charge my car daily when I can rarely park within 100m of my house?”

Quick Polls

- 4.6 2 web polls were set up within the Let's Talk Electric Vehicles project during Phase 1, and continued to receive responses in Phase 2.
- 4.7 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?" 81 people took part in this poll.

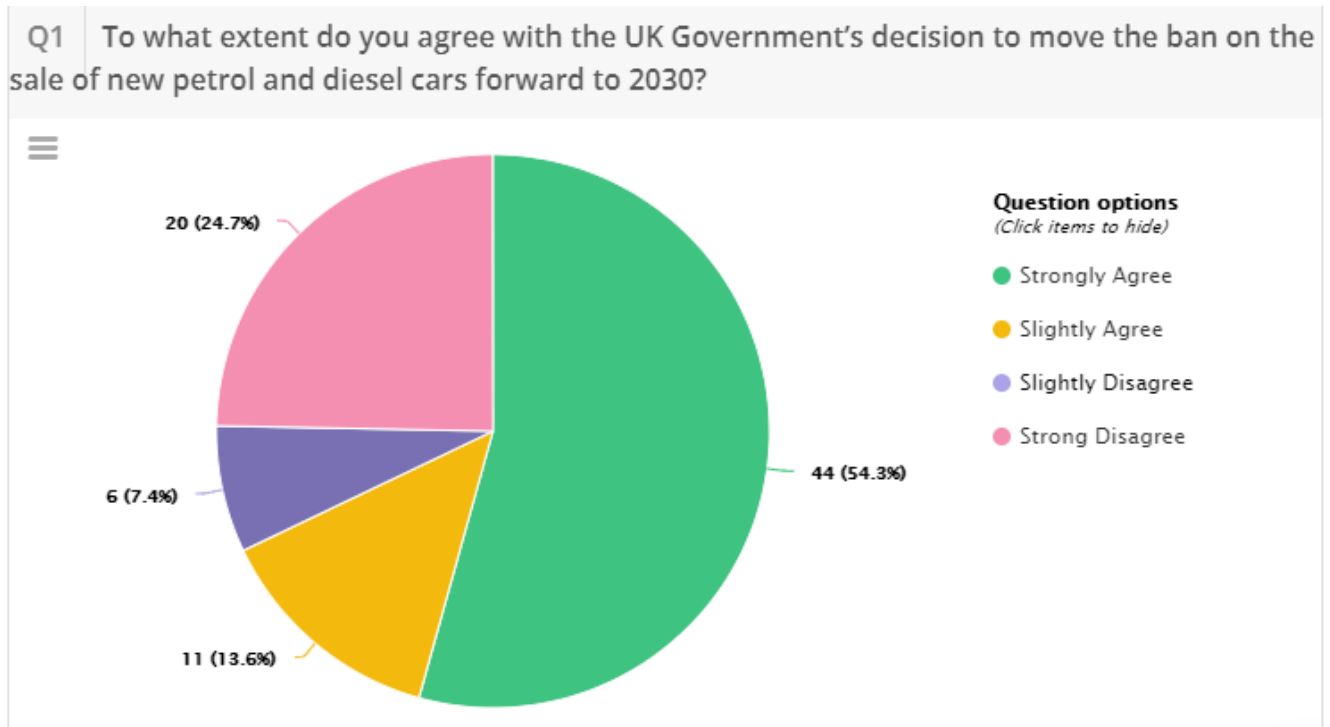


Figure 1 – Agreement with decision to bring forward ban on sale of new petrol /diesel cars.

Over 60% (67.9) 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.

- 4.8 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)?" 19 people took part in this poll.

Q1 Do you intend to look for alternatives to driving a petrol/diesel car in future (e.g. walking more / using public transport / taxi / cycling)?

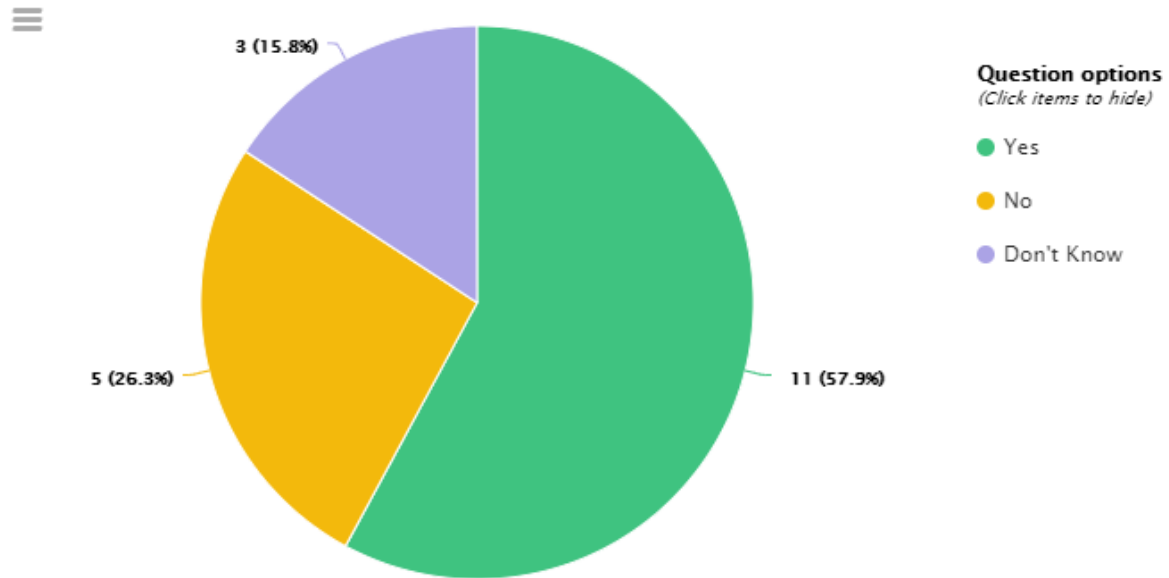


Figure 2 – Intentions to look for alternatives to driving a petrol / diesel car

57.9% of people said 'yes' they intend to look for alternatives to driving a petrol/diesel car in the future.

Places (Map tool)

4.9 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 178 individual pins were dropped by 55 users during Phase 2 of the consultation. These varied in location across the borough, with some pins being places outside the borough area.

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 2.

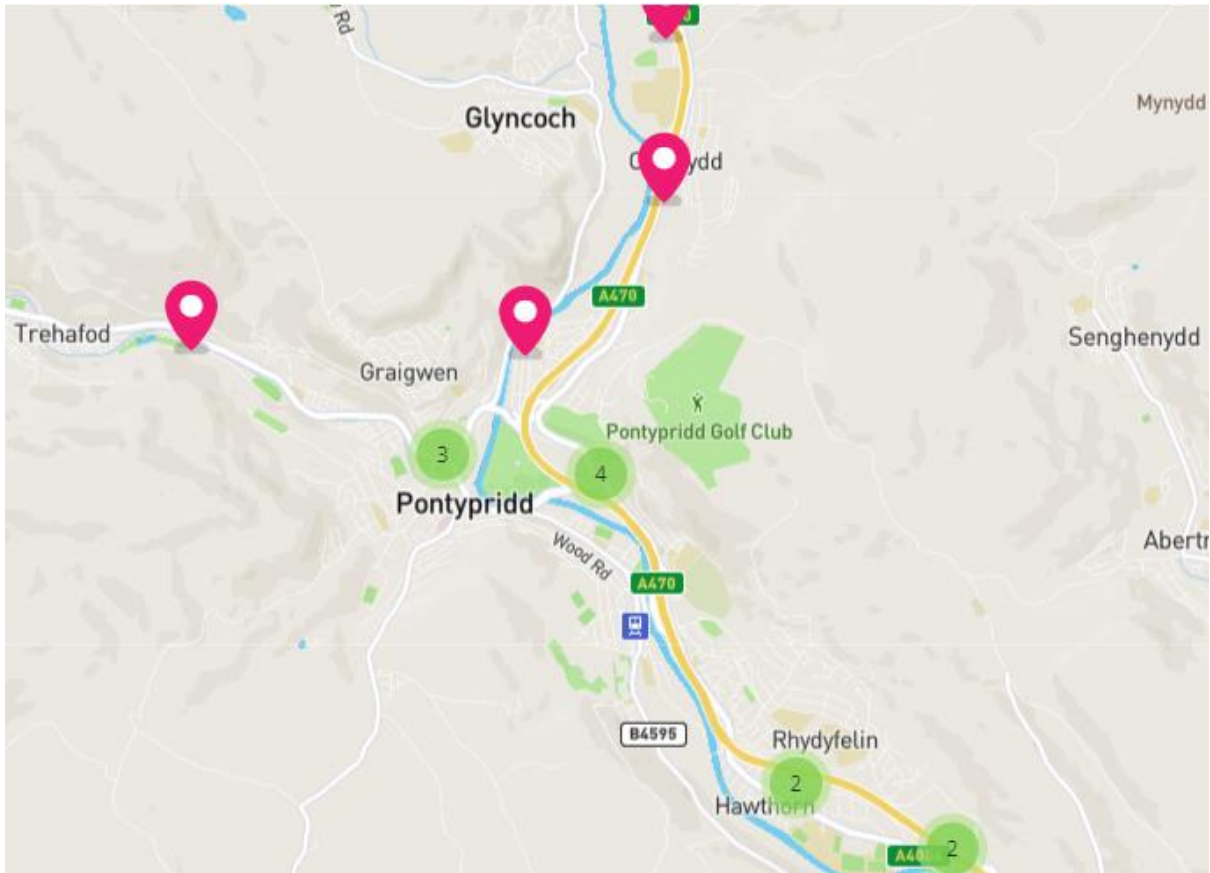


Figure 3 – Locations identified in Pontypridd area

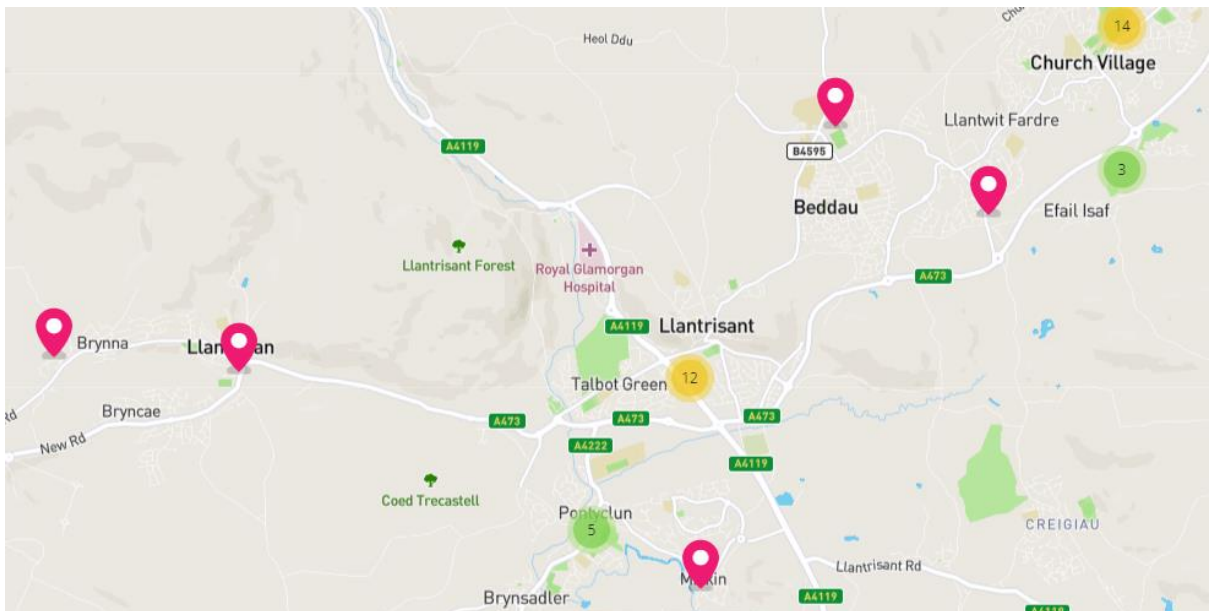


Figure 4 – Locations identified in Llanharan / Llantrisant and Church Village

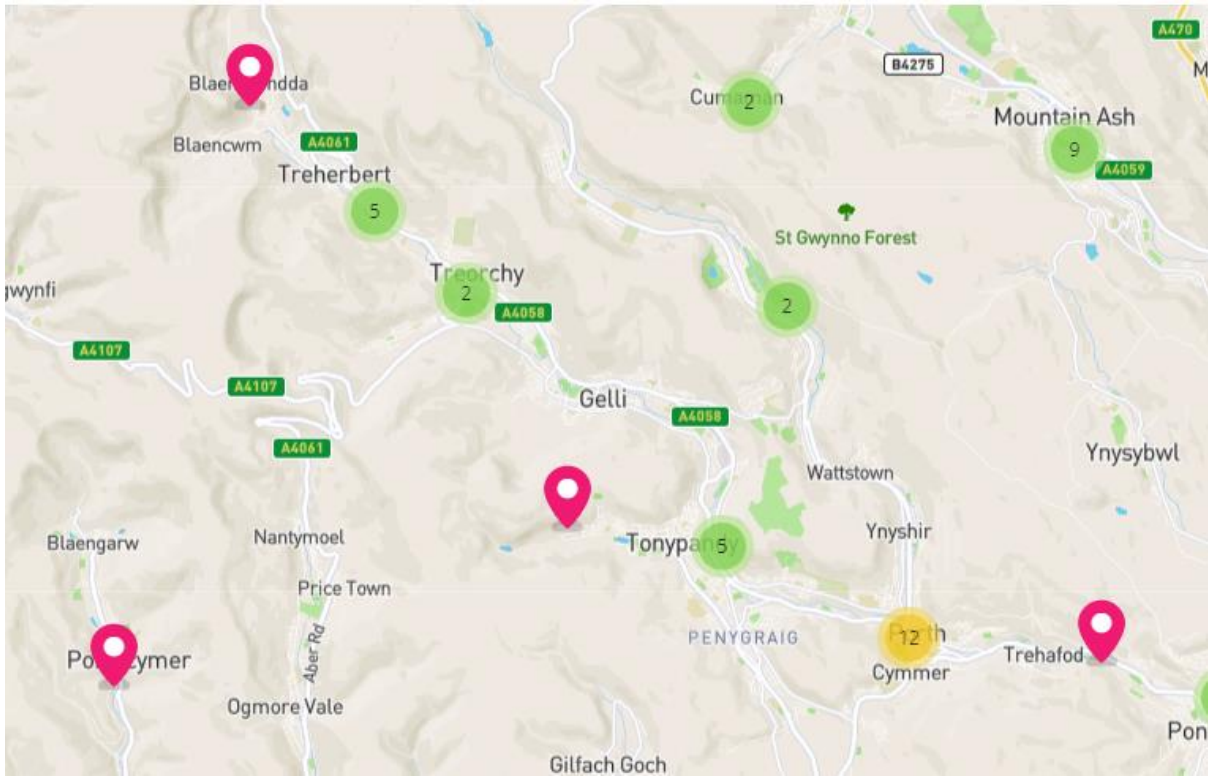


Figure 5 – Locations identified in Rhondda area

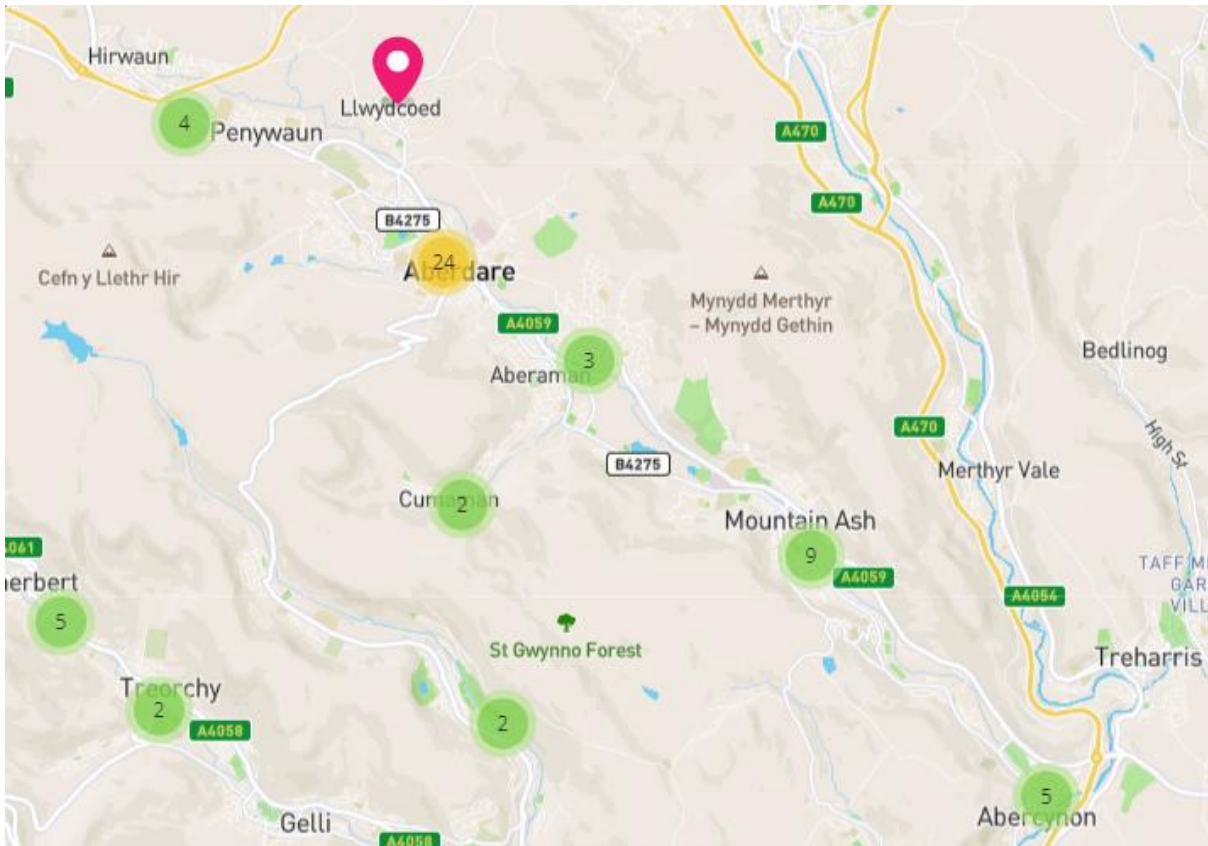


Figure 6 - Locations identified in Cynon area

Stories

- 4.10 Users were able to leave a “story” detailing their experience of owning an EV as part of the consultation online tool. A total of 4 stories were received, and are available in **Appendix 3**. None of these stories directly referenced the draft Strategy.



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Extract from the Climate Change Cabinet steering group minutes following consideration of the Electrical Vehicle Charging Strategy on the 10th November.

(This minute is subject to approval by the steering group.)

Climate Change Cabinet Steering Group feedback on - ELECTRIC VEHICLE CHARGING STRATEGY AND IMPLEMENTATION PLAN

The Head of Energy & Carbon Reduction presented Committee Members with an update to the Climate Change Cabinet Steering Group with regards to the work underway on developing a Council Strategy for Electric Vehicle Charging (EVC) and how it relates to the wider RCT Council Net Zero and Carbon Reduction commitments.

Members were reminded that 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.

It was advised that the first part of the project had been the development of a Strategy to cover the future of Electric Vehicle Charging. Members were informed that the strategy laid out the aspirations of the Council and sets the scene for future development of EV Charging that is under the Councils remit.

The EVC Strategy had been updated and subject to approval by Cabinet is ready to be published, having progressed through internal consultation with stakeholders and a 2nd public consultation exercise. Members were given detail regarding the extensive consultation exercise that took place through the Councils 'Let's Talk' engagement platform with a dedicated project titled 'Let's Talk EV Charging'. The remarks, requests and other information that were submitted as part of the consultation were then collated into a report and fed into the final strategy document.

Members were informed the next steps would be the development of an Implementation Plan aimed at giving a clear road map on how to proceed, who to speak to, and how proposed works would need to be planned and implemented. The Implementation Plan would also contain an 'Action Plan' stating clear goals for the Council, including short, medium and long-term targets for the Council to aspire towards, in the transition to the use of electric vehicles.

Members attention was also drawn to the comprehensive impact assessment process that was undertaken with colleagues in the Welsh Language Service and the Diversity and Inclusion Service when developing the strategy.

The Chair thanked the officer for the report and acknowledged the work undertaken to establish the robust Strategy noting the strategy appears well thought out with thorough consideration for safe and accessible locations for all residents.

One Member praised the in depth consultation process that had been carried out and how the comments from this process have been taken into account and fed into the final strategy showing the value in listening and engaging with members of the public and wider groups to ensure inclusion of those with disabilities and potential barriers to accessing an EV charging network.

Another Member queried information viewed outside of the meeting regarding to a UK Government restriction being placed on the use of EV Charging during peak hours. Officers responded that details of the specific restrictions mentioned by the Member were not known but that due to the complexity and capacity of the power network it is possible that there will need to be discussions held with power suppliers regarding the introduction of an intelligent charging operation at specific times which ultimately may lead to the shaping of charging

Extract from the Climate Change Cabinet steering group minutes following consideration of the Electrical Vehicle Charging Strategy on the 10th November.

(This minute is subject to approval by the steering group.)

habits by EV users. Members were assured that future discussions will be ongoing with power suppliers to ensure the most suitable approach is adopted.

One Member raised the matter of charging points and accessibility to charge in terraced streets noting the presence of cables trailing across pavements and requested the Council provide clear guidance for residents on the legality of this practice in line with other Local Authorities. Members acknowledged the difficulty faced by the street scene in many locations particularly across the North of the borough in relation to terraced streets and accessing suitable charging points. Officers raised the potential health and safety risks this poses by having cables on pavements and highlighted from the report that as part of the strategy alternatives to at home parking were included as a possible solution in these circumstances. Members were also assured that guidance on the suitable practice of charging an electric vehicle at home including advice regarding the legal position of trailing cables from homes to vehicles is included as part of the implementation plan.

The majority of Members were in agreement that the development of the strategy was a positive move and moves the wider discussions on electric vehicle use on to the next stage. The group praised the efforts of and thanked Officers for their work in developing the strategy.

The Climate Change Cabinet Steering Group **RESOLVED:**

- To note the feedback obtained from the public consultation in respect of the Electrical Vehicle Charging Strategy and provide the above feedback to the Cabinet in respect of the adoption of the proposed strategy and its publication.
- To receive further reports to the Steering Group, providing further updates on progress with the development of an Implementation Plan.

(N.B) It was noted that one Member (County Borough Councillor S Belzak) abstained from voting on this item).



RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2021 /22

OVERVIEW AND SCRUTINY COMMITTEE

9th DECEMBER 2021

**REVIEW OF THE OVERVIEW & SCRUTINY WORK PROGRAMME FOR THE
2021/22 MUNICIPAL YEAR**

**REPORT OF THE SERVICE DIRECTOR DEMOCRATIC SERVICES &
COMMUNICATIONS**

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to provide Members of the Overview & Scrutiny Committee with the opportunity to review and where required, update its forward work programme for the 2021/22 Municipal Year following consideration of the draft Cabinet forward plan (which is subject to Cabinet approval at its meeting on the 13th December 2021).

2. RECOMMENDATION

It is recommended that Members of the Overview & Scrutiny Committee:

- 2.1 Review its forward work programme for the 2021/22 Municipal Year (attached at **Appendix 1**) with any proposals for amendment as necessary following consideration of the draft Cabinet work plan and covering report (attached at **Appendix 2**);

3. REASON FOR RECOMMENDATIONS

- 3.1 To ensure that the Overview & Scrutiny Work Programme remains current and in line with its terms of reference and is adjusted to new or changing demands.

4. SCRUTINY WORK PROGRAMME 2021/22

- 4.1 The Overview & Scrutiny Committee forward work programme is kept 'live' throughout the year to adjust to new or changing demands and therefore opportunity is now provided to the Overview & Scrutiny Committee to review its work programme to determine if it requires any revisions in line with the draft Cabinet work programme (subject to Cabinet approval at its meeting on the 13th December 2021).
- 4.2 In particular Members are asked to identify any areas for pre-scrutiny which will reflect the committee's aims and objectives as well as adding value to the work of the Council for the remainder of the Municipal Year.
- 4.3 To assist Members with their review, the Overview & Scrutiny Committee work programme 2021/22 is attached at Appendix 1 and the draft Cabinet Work Programme 2021/22 and report is attached at Appendix 2.

5. EQUALITY AND DIVERSITY IMPLICATIONS

- 5.1 An Equality Impact Assessment is not needed because the contents of the report are for information purposes only and further analysis of each of the Work Programme will be needed if the recommendations are to be taken forward.

6. CONSULTATION

- 6.1 The Work Programme has been compiled in discussion with the Chairs and Vice Chairs of the Overview & Scrutiny Committees in consultation with Council Officers as well as the relevant Cabinet Member.

7. FINANCIAL IMPLICATIONS

- 7.1 There are no financial implications aligned to this report.

8. LEGAL IMPLICATIONS AND LEGISLATION CONSIDERED

- 8.1 The report has been prepared in accordance with paragraph Part 4 of the Constitution (Overview & Scrutiny Procedure Rules).

LOCAL GOVERNMENT ACT, 1972

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

LIST OF BACKGROUND PAPERS

OVERVIEW AND SCRUTINY COMMITTEE

9th DECEMBER 2021

**REPORT OF THE SERVICE DIRECTOR DEMOCRATIC SERVICES &
COMMUNICATIONS**

APPENDIX 1 & 2

OVERVIEW & SCRUTINY WORK PROGRAMME 2021/22

DRAFT CABINET WORK PROGRAMME 2021/22

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SCRUTINY WORK PROGRAMME

OVERVIEW & SCRUTINY

'Holding the Executive & Council to account in respect of all three priorities within the Council's Corporate Plan'

Each of the Council's Scrutiny Committees is responsible for setting and agreeing its own work programme by identifying a list of themes and topics which fall under the remit of each individual Scrutiny Committee. Following discussion with the Chair, Vice Chair and Scrutiny Members a practical, realistic and timetabled programme can then be developed.

The scrutiny forward work programmes should provide a clear rationale as to why particular issues have been selected; be outcome focussed; ensure that the method of scrutiny is best suited to the topic area and the outcome desired; align scrutiny programmes with the council's performance management, self-evaluation and improvement arrangements.

Throughout the year, there are a number of ways in which additional issues can be considered for inclusion in the Scrutiny Work Programme and ideas for inclusion may come from a number of sources such as:-

- Individual Councillors;
- Performance or budget monitoring information;
- Inspection reports;
- Referrals from Council (such as Notices of Motion), Cabinet/Audit or other scrutiny committees;
- Service users;
- Monitoring the implementation of recommendations previously made by the Committee; and
- Local Residents

The Cabinet is also required to produce forward work programmes and the Overview & Scrutiny Committee keeps abreast of forthcoming items or topics which may enable scrutiny to be involved in the development of Council policy prior to its formal consideration by Cabinet. It is important to bear in mind that an element of flexibility is applied to each individual work programme that provides Committees with the capacity to scrutinise new / urgent issues that arise during the year.

Date/Time	Overarching Item	Officer	Cabinet Member	Scrutiny Focus
5 th July 2021	<ul style="list-style-type: none"> • Draft Overview & Scrutiny Work 2021/2022 • Cabinet Work Programme 2021/2022 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications • Service Director Democratic Services & Communications 		Scrutiny & Challenge – For O&S to agree its own work programme and Cabinet Work Programme for the 2021/2022 Municipal Year
	<ul style="list-style-type: none"> • Proposals to improve safety of coal tips in Wales- To receive the Law Commission of England & Wales 	<ul style="list-style-type: none"> • Law Commission • Service Director Democratic Services & Communications • Director Frontline Services 		Scrutiny & Challenge – To contribute to the consultation on a proposed new coal tip safety regime in Wales
16 th July 2pm (Special Committee)	<ul style="list-style-type: none"> • Band B Mutual Investment Module - To receive the on costs and programme 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications • Director, Education & Inclusion Services 		Scrutiny & Challenge – To undertake pre-scrutiny of the Band B Mutual Investment
	<ul style="list-style-type: none"> • Opportunity to formally respond to the consultation to improve safety of coal tips in Wales. 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications 		Scrutiny & Challenge – To formulate a response to the consultation on a proposed new coal tip safety regime in Wales

		<ul style="list-style-type: none"> • Service Director Highways & Engineering 		
	<ul style="list-style-type: none"> • Corporate Joint Committees - Consultation on Draft General Regulations 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications 		Scrutiny & Challenge – To respond to the WG consultation on the Draft General Regulations
21st September 2021	<ul style="list-style-type: none"> • Section 19 Statutory Flood Reports 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications • Service Director Frontline Services 		Scrutiny & Challenge- To scrutinise the Section 19 statutory reports on conclusion of the ongoing investigations that the Council is undertaking into the February Floods as the Lead Local Flood Authority (LLFA) under the Flood and Water Management Act 2010.
	<ul style="list-style-type: none"> • Corporate Joint Committees - Draft Statutory guidance for the establishment of CJC's 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications 		Scrutiny & Challenge – To respond to the WG consultation on the Draft Statutory guidance for the establishment of CJC's
	<ul style="list-style-type: none"> • Response from the Minister for Climate Change 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications 		To receive the response from the Minister for Climate Change in respect of Scrutiny's queries
12th October (Special Meeting)	<ul style="list-style-type: none"> • Local Democracy and Boundary Commission for Wales 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications 		Scrutiny & Challenge – To consider the initial proposals of the Boundary Commission for Wales

		<ul style="list-style-type: none"> • Director of Legal Services 		following referral from Council on the 29 th September 2021
	<ul style="list-style-type: none"> • Scrutiny/Cabinet Work Programmes 2021/2022 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications 		Scrutiny – To receive the Cabinet Work Programme for the 2021/2022 Municipal Year and identify any opportunities for Pre-Scrutiny
1st December 2021	Crime & Disorder Committee	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications • Director Public Health, Protection & Community Services • Community Safety Partnership 		Scrutiny & Challenge – to scrutinise the update report to include matters as requested by the O&S Crime & Disorder Committees & invited partners
9th December 2021	<ul style="list-style-type: none"> • Scrutiny Recommendations 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications 		Scrutiny & Challenge – To receive the recommendations of the Scrutiny Working Group -Rail Development
	<ul style="list-style-type: none"> • Scrutiny/Cabinet Work Programmes 2021/2022 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications 		Scrutiny – To receive the Cabinet Work Programme for the 2021/2022 Municipal Year and identify any opportunities for Pre-Scrutiny

	<ul style="list-style-type: none"> • Electric Vehicles (Charging Strategy & Implementation) 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications • Director of Corporate Estates 		<p>Scrutiny & Challenge – To receive an update 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.</p>
25 th January 2022	<ul style="list-style-type: none"> • Local Government and Elections (Wales) Act 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications 		<p>Scrutiny & Challenge -Scrutiny of the Council's support and implementation of the legislative requirements.</p>
	<ul style="list-style-type: none"> • Section 19 Statutory Flood Reports • (To receive update information from the meeting of the 21.09.21) 	<ul style="list-style-type: none"> • Service Director Democratic Services & Communications • Director Frontline Services • 		<p>Scrutiny & Challenge- To scrutinise the Section 19 statutory reports on conclusion of the ongoing investigations that the Council is undertaking into the February Floods as the Lead Local Flood Authority (LLFA) under the Flood and Water Management Act 2010.</p>
	<ul style="list-style-type: none"> • Fire Risk Assessments – A review of procedures for Council owned/occupied buildings 	<ul style="list-style-type: none"> • Council's Health & Safety Advisor • Service Director Democratic Services & Communications 		<p>Scrutiny & Challenge – To receive an annual review of procedures for Council owned/occupied buildings.</p>

15 th March 2022	<ul style="list-style-type: none"> • Draft Annual Overview & Scrutiny Report 2021/2022 	Service Director Democratic Services & Communications		Scrutiny & Challenge – For the O&S Committee to challenge and comment on the draft Scrutiny Annual Report 2020/2021 <ul style="list-style-type: none"> • Does the Scrutiny Annual Report illustrate clear outcomes and objectives? • Has it demonstrated clear evidence and impact of scrutiny outcomes? • Do Members agree it is an accurate reflection of the Scrutiny activity for 2021/22?

O&S- Ongoing Matters for Future Review:-

The Council's Response to Covid-19

Modernisation of Residential Care and Day Care for Older People

Update on the RCT Scrutiny Review –'Fit for the Future'

Councils Corporate Feedback Scheme (CFS)

Scrutiny Feedback

Cardiff Capital Region – City Deal

Brexit – Updates when appropriate

Feedback to relevant consultations

The Welsh Index of Multiple Deprivation

Working Groups

The development of future transport infrastructure in response to the South Wales Metro

Local Development Plan (LDP) - Review of the Local Development Plan for RCT

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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

13th DECEMBER 2021

CABINET WORK PROGRAMME: 2021- 22 MUNICIPAL YEAR.

REPORT OF THE SERVICE DIRECTOR, DEMOCRATIC SERVICES & COMMUNICATIONS IN DISCUSSIONS WITH THE LEADER AND DEPUTY LEADER OF THE COUNCIL.

1. PURPOSE OF THE REPORT

- 1.1 To present, for Cabinet Members' comment and approval, an update on the Cabinet Work Programme on the proposed list of matters requiring consideration by Cabinet over the 2021-22 Municipal Year. The Work Programme will guide and direct the activities of other arms of the Council, as well as the Cabinet itself.

2. RECOMMENDATIONS

- 2.1 It is recommended that the Cabinet approve the Work Programme for the 2021-22 Municipal Year (with appropriate amendment where necessary) and receive a further update on a 3 monthly basis.

3. REASONS FOR RECOMMENDATIONS

- 3.1 At the Council AGM on the 26th May 2021, it was agreed that going forward a detailed Cabinet Work Programme be published for a 6 month period, allowing sufficient notice and opportunity for consultation and / or pre scrutiny. Amendments to paragraph 12.1 (Part 4) of the Council's Constitution were amended to reflect this position, although still allowing updated versions of the programme to be provided on a 3 monthly cycle to the Cabinet.
- 3.2 The Local Government & Elections (Wales) Act 2021, provides that information about forthcoming executive decisions must be made available to the Overview and Scrutiny Committee, to ensure these Committees are best informed to undertake and better plan their work. Although the Council are already well placed in respect of this duty, it is important to ensure the development of an accurate and robust Cabinet work programme, outlining consideration of Key Decisions which will

strengthen the robust Governance arrangements intended to be taken forward.

- 3.3 The updated Work Programme is attached to this report for Members' consideration and covers the 2021-22 Municipal Year.
- 3.4 For ease of reference the work programme will also be available on the main Cabinet [webpage](#) for Members and members of the public information.

4. CABINET REPORTS

- 4.1 The proposed work programme is a rolling work programme for the 2021/22 Municipal Year, which is reported to Cabinet on a 3 month cycle to allow for regular updates and amendments.
- 4.2 An updated work programme is attached as Appendix 1 to this report.
- 4.3 During the period outlined, the Work Programme may be subject to further change to take into account any additional/deletion reports, including any new consultative documents or legislative initiatives from the Welsh Government, which require urgent attention.
- 4.4 In accordance with paragraph 2.5 (Part 4) of the Council's Constitution, any Member of the Council may also request the Leader to put an item on the agenda of a Cabinet meeting. There is also the ability for a resolution to be made by the Overview and Scrutiny Committee or the full Council that an item be considered by the Cabinet, which could alter the forward Work Programme.
- 4.5 In addition to publishing the Cabinet work programme on the main Cabinet web page, the Work Programme is will also be published on a standalone 'Work Programme page' on the website to again assist Members of the public, by improving transparency.

5. CONSULTATION / INVOLVEMENT

- 5.1 The work programme has been compiled by members of the Senior Leadership Team in discussion with the relevant portfolio holder(s) and has been consulted upon with the relevant scrutiny committees in respect of pre-scrutiny.

5. EQUALITY AND DIVERSITY IMPLICATIONS / SOCIO-ECONOMIC DUTY

An Equality Impact Assessment including the socio-economic duty is not needed because the contents of the report are for information purposes only.

6. WELSH LANGUAGE IMPLICATIONS

Not applicable. Any implications to the Welsh language will be presented within each of the reports outlined within the work programme.

7. CONSULTATION / INVOLVEMENT

The work programme has been compiled by members of the Senior Leadership Team in discussion with the relevant portfolio holder(s) and has been consulted upon with the relevant scrutiny committees in respect of pre-scrutiny.

8. FINANCIAL IMPLICATION(S)

There are no financial implications aligned to this report.

9. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

The report has been prepared in accordance with paragraph 12.1 (Part 4) of the Council's Constitution and the future requirements of the Local Government & Elections (Wales) Act 2021.

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

The Cabinet work programme encompasses all of the Council priorities as it indicates reports coming forward across the Directorates which may impact upon the Council's corporate priorities and others. It also embraces the Future Generations Acts as all future decisions taken by the Cabinet seek to improve the social, economic, environmental and cultural well-being of the County Borough.

11. CONCLUSION

An updated Cabinet work programme for the 2021-22 Municipal Year is attached.

Other Information:-

Relevant Scrutiny Committee – Overview & Scrutiny Committee

LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

DECEMBER 2021

**REPORT OF THE DIRECTOR DEMOCRATIC SERVICES &
COMMUNICATIONS IN DISCUSSIONS WITH THE LEADER AND DEPUTY
LEADER OF THE COUNCIL.**

Item: CABINET WORK PROGRAMME: 2021-22 MUNICIPAL YEAR.

Background Papers

- Paragraph 12.1 (Part 4) of the Council's Constitution.

Cabinet Work Programme.

Forward plan of proposed Cabinet Business for the 2021/22 Municipal Year

Specific Period: -June 2021 – May 2022.

(Summary of proposed Key Decisions coming forward for Cabinet Members consideration.)

N.B – The work programme is subject to change to take account of any additional / deletion of reports, including any new consultative documents or legislative initiatives from the Welsh Government, which require urgent attention.

Contact: Emma Wilkins (Tel No. 01443 424110)

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Chief Executive

Cabinet Work Programme	In line with the Council's Constitution there is a need to advise and publish the Cabinet Work Programme.	Continuous	Cabinet	Every 3 months June 21 September 21 December 21 March 22	Leader of the Council, Councillor A Morgan. Service Director, Democratic Services & Communication – C Hanagan	Open	<ul style="list-style-type: none"> • Cabinet Members • SLT • Overview & Scrutiny
Council's Performance & Resources Report	To provide Cabinet with an overview of the Council's performance, both from a financial and operational perspective	Continuous	Cabinet	Quarter 4 – July 2021 Quarter 1 – September 2021 Quarter 2 – November 2021 Quarter 3 – March 2022	Councillor M Norris. Director of Finance & Digital Services - B Davies	Open	<ul style="list-style-type: none"> • Report is presented to the Finance & Performance Scrutiny Committee following consideration by Cabinet

JUNE

Leader's Scheme of Delegation	To formally receive the Leader's Scheme of Delegation following the 2021 Council AGM		Cabinet	June 2021	Leader of the Council, Councillor A Morgan. Service Director, Democratic Services & Communication – C Hanagan	Open	Cabinet Members
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Climate Change Consultation Strategy	To receive the findings from the recent consultation on the Council's Draft Climate Change Strategy.		Cabinet	June 2021	Councillor R Lewis – Climate Change Champion Chief Executive	Open	<ul style="list-style-type: none"> • Overview and Scrutiny • Climate Change Cabinet Steering Group
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Access and Engagement Improvements within Democracy	To receive an update in respect of the introduction arrangements to enable the broadcasting of committee meetings and the ability to operate through a hybrid approach. These developments aim to encourage engagement and improve public participation in the democratic process.		Cabinet	June 2021	Deputy Leader Service Director, Democratic Services & Communication – C Hanagan	Open	<ul style="list-style-type: none"> •
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JULY

Corporate Asset Management Plan Interim Update	To brief members on progress with the plan		Cabinet	July 2021	Councillor M Norris. Director of Corporate Estates – D Powell	Exempt	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Medium Term Financial Plan Update	To provide Members with an update on the Medium Term Financial Plan for 2021/22 – 2024/2025		Cabinet	July 2021	Councillor M Norris. Director of Finance & Digital Services - B Davies	Open	Report is presented to the Finance & Performance Scrutiny Committee following consideration by Cabinet
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100-102 Taff St - Surrender of lease	To surrender the lease of 100 – 102 Taff St, Pontypridd		Delegated Decision	August 2021	Councillor M Norris & A Morgan Director of Corporate Estates – D Powell	Exempt	
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SEPTEMBER

Corporate Parenting Board Annual Report	To consider the Annual report of the Corporate Parenting Board.		Cabinet	September 2021	Cllr C Leyshon Service Director, Democratic Services & Communication – C Hanagan		<ul style="list-style-type: none"> Corporate Parenting Board Children & Young People Scrutiny
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Council Corporate Plan - Investment Priorities	To consider the investment priorities.		Cabinet	September 2021	Leader of the Council, Councillor A Morgan. Director of Finance & Digital Services – B Davies		
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Cynon Valley Waste Disposal Company Limited and Amgen Rhondda Limited – Annual General Meeting	To provide Members with details of the AGM in respect of the Cynon Valley Waste Disposal Company Ltd and Amgen Rhondda Ltd.		Cabinet	September 2021	Councillor A Crimmings Director of Legal Services - A Wilkins	Exempt	

OCTOBER

Budget Consultation Report	To inform Members of the proposed approach to resident engagement and consultation in respect of the 2022/23 budget.		Cabinet	October 2021	Councillor M Webber Service Director, Democratic Services & Communication – C Hanagan	Open	
Council's Corporate Performance Report	To consider the Corporate Performance Report and recommend its endorsement by Council		Cabinet	October 2021	Leader of the Council, Councillor A Morgan. Chief Executive – C Bradshaw	Open	
Corporate Joint Committees	To receive an update in respect of		Cabinet	October 2021	Leader of the Council, Councillor A Morgan.		

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	Corporate Joint Committees				Chief Executive – C Bradshaw		
Improving the Council's recruitment process for the Armed Forces Community	To provide Cabinet with a number of options that could improve the Council's recruitment process, so as to make it easier for the Armed Forces Community and veterans to overcome barriers to civilian employment.		Cabinet	October 2021	Deputy Leader, Councillor M Webber Director, Human Resources, Service Director, Democratic Services & Communication		Open
							<ul style="list-style-type: none"> Overview & Scrutiny Governance & Audit

NOVEMBER

Electrical Vehicle Charging Strategy	To provide Members with the EVC following consultation		Cabinet	November 2021	Councillor R Lewis Director of Corporate Estates – D Powell		Climate change steering group
Ombudsman Annual Report and Letter	To consider the Annual Report and letter of the Ombudsman		Cabinet	November 2021	Deputy Leader, Councillor M Webber. Director of Legal Services – A Wilkins		
Council Tax Base 2022/23	To receive the report in respect of setting the Council Tax Base 2022/23		Cabinet	November 2021	Councillor M Norris. Director of Finance & Digital Services – B Davies	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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DECEMBER

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JANUARY

Budget Report	To agree a draft Revenue Budget Strategy for 2022/23 as a basis to consult with stakeholders		Cabinet	January 2022	Leader of the Council, Councillor A Morgan. Director of Finance & Digital Services – B Davies		
Digital Strategy	To receive an update in respect of the Council's digital strategy		Cabinet	January 2022	Councillor M Norris. Director of Finance & Digital Services – B Davies		F&P Scrutiny Committee
Corporate Asset Management Plan Interim Update	To brief members on progress with the plan		Cabinet	January 2022	Councillor M Norris. Director of Corporate Estates – D Powell	Exempt	
Regulation of Investigatory Powers Act 2000 (RIPA) - Use of RIPA in 2020-21 by RCTCBC	To enable Members to review the Council's use of the Regulation of Investigatory Powers Act 2000 ('RIPA')		Cabinet	January 2022	Deputy Leader, Councillor M Webber. Director of Legal & Services – A Wilkins	Open	
Irrecoverable Debts	To provide Cabinet with an update in		Cabinet	January 2022	Councillor M Norris.	Exempt	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	respect of irrecoverable debts				Director of Finance & Digital Services – B Davies		
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FEBRUARY

Page 104	Budget Report	The need to adopt a budget strategy to recommend to Council as the basis of the budget strategy for the financial year ending March 2023, following consideration of the consultation feedback	Cabinet	February 2022	Leader of the Council, Councillor A Morgan. Director of Finance & Digital Services – B Davies	Open	<ul style="list-style-type: none"> Budget Consultation - Service Users, Road shows, School Budget Forum & Scrutiny.
	Council Fees & Charges	The need to advise Cabinet of the proposed Council Fees and Charges for the financial year 2022/23	Cabinet	February 2022	Leader of the Council, Councillor A Morgan. Director of Finance & Digital Services – B Davies	Open	
	Capital Programme	To propose to Council the three year capital programme	Cabinet	February 2022	Leader of the Council, Councillor A Morgan. Director of Finance & Digital Services – B Davies	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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NDR relief schemes	To receive an update in respect of the NDR relief schemes		Cabinet	February 2022	Councillor M Norris. Director of Finance & Digital Services – B Davies	Open	
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MARCH

Annual Equalities Report	To receive the report of the Director, Human Resources in respect of the Annual Equalities Report.		Cabinet	March 2022	Deputy Leader, Councillor M Webber Director, Human Resources – R Evans	Open	
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APRIL

MAY

Strategic Equality Plan	To provide Members with details of the Councils Strategic Equality plan		Cabinet	May 2022	Deputy Leader, Councillor M Webber Director, Human Resources – R Evans	Open	
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ON GOING UPDATES

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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The Council's Response to Covid-19	To formally receive a service update on the Council's service response to the Covid-19 pandemic	Continuous	Cabinet	When Applicable	Leader of the Council, Councillor A Morgan, Chief Executive – C Bradshaw	Open	<ul style="list-style-type: none"> • Cabinet Members • SLT • Overview & Scrutiny
RCT Flooding Update	To receive updates in respect of flooding in Rhondda Cynon Taf in addition to statutory reporting requirements into flooding.		Cabinet	When Applicable	Leader of the Council, Councillor A Morgan, Chief Executive – C Bradshaw		
Brexit	To receive a verbal update in respect of Brexit		Cabinet	When appropriate	Leader of the Council, Councillor A Morgan. Chief Executive – C Bradshaw	Open	
Corporate Plan – Updates on delivery	To receive reports outlining delivery and ambition of the Corporate Plan		Cabinet	When Applicable	Leader of the Council, Councillor A Morgan & Chief Executive, C Bradshaw	Open	
Cardiff Capital Region - City Deal	The need to advise of the progress being made in respect of the City Deal		Cabinet	When Applicable	Leader of the Council, Councillor A Morgan & Chief Executive, C Bradshaw	Open	
Staff Panel Report	To receive details of the proposals put		Cabinet	When Applicable	Councillor M Webber &	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	forward by the Council's Staff Panel in respect of efficiency savings and smarter ways of working				Service Director, Democratic Services & Communication - C Hanagan		
Scrutiny Recommendations	To receive recommendations coming forward following a scrutiny review.		Cabinet	Continuous	Specific to the Scrutiny Review undertaken	Open	
Write off of irrecoverable Debts	Need to provide Cabinet with a position statement on irrecoverable debts		Cabinet	Continuous / When Applicable	Leader of the Council, Councillor A Morgan & Councillor M Norris. Director, Finance & Digital Services – B Davies	Exempt	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Prosperity, Development & Frontline Services

JUNE

Online Active Travel Consultation : Outcome Of Exercise	To consider the outcome of an online active travel consultation exercise that the Council undertook a few months ago, in collaboration with the Welsh Government.		Cabinet	June 2021	Councillor A Crimmings Group Director – Prosperity, Development & Frontline Services – N Wheeler		
North West Cardiff Corridor Transportation Study	To receive an update on a transportation study which is determining which public transport options offer the best business case in order to improve access through North West Cardiff towards the city centre.		Cabinet	June 2021	Councillor A Crimmings Group Director – Prosperity, Development & Frontline Services – N Wheeler		

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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UK Levelling Up fund	To receive information relating to the UK Levelling Up Fund		Cabinet	June 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
Removal of means testing for medium and large DFG's	Update in relation to the Removal of means testing for medium and large DFG's		Delegated Decision	June 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		

JULY

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AUGUST

Welsh Governments Town Centre Business Grant	To take forward the Grant from WG		Delegated Decision	August 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
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SEPTEMBER

Trivallis housing adaptation impact report and an update on wider partnership working between RCT and Trivallis to provide adapted	To provide an update on the innovative methods used by Trivallis in order to spend their 2020/2021 Adaptations Budget		Cabinet	September 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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homes for some of our most vulnerable residents	as a result of the Covid 19 Pandemic						
Approval of the Tourism Strategy	To receive the Tourism Strategy consultation		Cabinet	September 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
Unadopted Roads	To receive a report advising Members of unadopted roads across the Authority		Cabinet	September 2021	Councillor A Morgan Group Director – Prosperity, Development & Frontline Services – N Wheeler		
Review of Regulation, Awareness and Enforcement of Flood and Water Legislation	To advise members in regard to the review of the regulation, awareness and enforcement of flood and water legislation within the Council following Storm Dennis		Cabinet	September 2021	Councillor A Morgan Group Director – Prosperity, Development & Frontline Services – N Wheeler		
Community infrastructure levy annual monitoring report	CIL regulations require a report to update Cabinet on the performance of CIL during the last		Cabinet	September 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		Finance & Performance

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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year and make any amendments deemed necessary.

OCTOBER

Emergency Works to Wattstown Standard Tip

The need to take forward emergency works

Delegated Decision

October 2021

Leader of the Council, Councillor A Morgan.
Director –Frontline Services – R Waters

Tackling Empty Properties

To receive an update in respect of empty properties

Cabinet

October 2021

Councillor R Bevan
Director of Prosperity & Development - S Gale

LDP Annual Monitoring Report

To approve the LDP annual monitoring report, prior to submission to Welsh Government

Delegated Decision

October 2021

Councillor R Bevan
Director of Prosperity & Development - S Gale

NOVEMBER

Update Report – Pontypridd Regeneration

To receive an update in respect of Pontypridd Regeneration

Cabinet

November

Councillor R Bevan
Director of Prosperity & Development - S Gale

DECEMBER

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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National Heritage Lottery Fund Priorities	To receive information relating to the National Heritage Lottery Fund Priorities		Delegated Decision	December 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
Progress Update On The Delivery Of The 'Llanilid' Strategic Opportunity Area	To receive a progress update and the further development of schemes and projects within the 'Llanilid' Strategic Opportunity Area		Cabinet	December 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
Proposals For The Regeneration Of Penrhys	To receive an update on the work being undertaken to explore options for the regeneration of the Penrhys Estate		Cabinet	December 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
Active Travel Consultation Exercise – Next Steps	To receive details of the active travel consultation that had been undertaken		Cabinet	December 2021	Councillor A Crimmings. Director –Frontline Services – R Waters		

JANUARY

Revised LDP Preferred Strategy	To receive the Revised LDP Preferred Strategy		Cabinet	January 2022	Councillor R Bevan Director of Prosperity & Development - S Gale		
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Town Centre Strategy (Aberdare Acquisitions)	To receive the Town Centre Strategy		Delegated Decision	January 2022	Councillor R Bevan Director of Prosperity & Development - S Gale		
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FEBRUARY

Community Infrastructure Levy "CIL" Consultation Responses	To update Cabinet on the responses resulting from the Community Infrastructure Levy "CIL" consultation in respect of the Council's Regulation 123 List		Cabinet	February 2022	Councillor R Bevan Director of Prosperity & Development - S Gale	Open	
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Tonypany Placemaking Plan	To receive the Tonypany Placemaking Plan		Cabinet	February 2022	Councillor R Bevan Director of Prosperity & Development - S Gale		
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Pontypridd Placemaking Plan	To receive the Pontypridd Placemaking Plan		Cabinet	February 2022	Councillor R Bevan Director of Prosperity & Development - S Gale		
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Pontypridd M&S Future Use	To consider the future use of M&S, Pontypridd		Cabinet	February 2022	Councillor R Bevan Director of Prosperity & Development - S Gale		
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Bingo Hall Future Use	To consider the future use of the Bingo Hall, Pontypridd		Cabinet	February 2022	Councillor R Bevan Director of Prosperity & Development - S Gale		
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MARCH

Review of Adapted Housing	To review Adapted Housing		Cabinet	March 2022	Councillor R Bevan Director of Prosperity & Development - S Gale		
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Local Housing Market assessment	To receive the Local Housing Market assessment		Cabinet	March 2022	Councillor R Bevan Director of Prosperity & Development - S Gale		
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Supplementary Capital Programme - Highways, Transportation & Strategic projects	The need to seek approval for detailed investment within the service following Council's approval of the 3 year Capital Programme.		Cabinet	March 2022	Leader of the Council, Councillor A Morgan. Director –Frontline Services – R Waters	Open	
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APRIL

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MAY

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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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ONGOING UPDATES

Processing Of Mixed Kerbside Recycling	To provide Members with an update in respect of the opportunities of investment into processing of Mixed Kerbside Recycling		Cabinet		Leader of the Council Councillor A Morgan. Director –Frontline Services – R Waters	Exempt	
Highways Investment Scheme	To receive regular updates in respect of the Highways Investment Scheme		Cabinet		Leader of the Council Councillor A Morgan. Director –Frontline Services – R Waters		

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Review of Mainstream School Transport Provision	Need to provide Cabinet with the outcomes of the periodic review of the Council's mainstream School Transport Provision		Cabinet	Periodic Review / when applicable	Leader of the Council, Councillor A Morgan. Director –Frontline Services – R Waters	Open	
Porth Town Centre Strategy	To receive updates as and when applicable		Cabinet	When appropriate	Councillor R Bevan Director of Prosperity & Development - S Gale		
Taff Vale Update and Business Plan	Taff Vale Update Report.		Cabinet	When appropriate	Councillor R Bevan Director of Prosperity & Development - S Gale	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Scrutiny Recommendations	To receive any recommendations coming forward following a scrutiny review.		Cabinet	Continuous / When Applicable	Specific to Scrutiny Review undertaken	Open	<ul style="list-style-type: none"> Scrutiny
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DRAFT

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Community & Children's Services

JUNE

Asylum Seeker Dispersal Scheme Participation	To receive an update in respect of the Asylum Seeker Dispersal Scheme Participation		Cabinet	June 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		
Community Renewal Fund	To receive an update on the delivery status of the UK Community Renewal Fund within Rhondda Cynon Taf, identified as a Priority Place for the funding opportunity by UK Government.		Cabinet	June 2021			

JULY

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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Cwm Taf Carer's Annual Report	To approve for submission to WG the annual report.		Cabinet	July 2021	Councillor G Hopkins & Group Director Community & Children's Services - P Mee	Open	multi agency Cwm Taf Carers Partnership
Cwm Taf Safeguarding Board Annual Plan	To receive the Cwm Taf Safeguarding Annual Plan		Cabinet	July 2021	Councillor G Hopkins, Cllr T Leyshon Group Director Community & Children's Services – P Mee	Open	
Learning disability day service offer	To provide for Members consideration key information and issues relating to the Council's current day service offer for people with a learning disability		Cabinet	July 2021	Councillor G Hopkins Group Director Community & Children's Services – P Mee	Open	
Publication of 2021 Air Quality Progress Report	To publish the 2021 Air Quality Progress Report		Delegated Decision	July 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies	Open	

AUGUST

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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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SEPTEMBER

Director Social Services Annual Report (Draft)	Statutory required- Annual report on the delivery, performance, risks & planned improvements to the Social Services function of the Council	Draft	Cabinet	September 2021	Councillor G Hopkins & Councillor C Leyshon - Group Director Community & Children's Services - P Mee	Open	Children & Young People Scrutiny Committee Health & Wellbeing Scrutiny Committee •
Declaration of Clydach Vale as a Country Park	To seek Cabinet approval to declare Clydach Vale as a Country Park		Cabinet	September 2021	Cllr A Crimmings Director, Public Health Protection & Community Services – L Davies		
Public Space Protection Order- Review and Recommendations	To receive a report in respect of Public Space Protection Orders.		Cabinet	September 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		
Fostering Services – Foster Carer Allowances (PM)	To provide Cabinet with an update on Foster Care Allowances		Cabinet	September 2021	Councillor G Hopkins , T Leyshon Group Director Community & Children's Services – P Mee	Exempt	

OCTOBER

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Community Asset Transfer Review	To review the Community asset transfer in respect of Hawthorn Pool		Delegated Decision	October 2021	Cllr A Crimmings Director, Public Health Protection & Community Services – L Davies		
Living Wage	To consider a proposal in respect of the living wage for Independent Sector Social Care Providers and Direct Payment Recipients		Cabinet	October 2021	Councillor G Hopkins & Councillor C Leyshon Group Director Community & Children's Services – P Mee	exempt	
Gambling Act Policy	To receive the Gambling Act Policy		Cabinet	October 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		Licensing Committee
Living Landscape Project	To receive the comments of the Climate Change Steering Group in respect of the Living Landscape Project		Cabinet	October 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		Climate Change Steering Group
Cwm Taf Safeguarding Board Annual Report	In accordance with the SSWB Act, the need to report the Cwm Taf Safeguarding Annual Report to the Cabinet, setting out their priorities for the coming year.		Cabinet	October 2021	Councillor G Hopkins & Councillor C Leyshon Group Director Community & Children's Services – P Mee	Open	<ul style="list-style-type: none"> Cwm Taf Safeguarding Board

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Social Services Annual Complaints Report	Provide Cabinet with an overview of the operation & effectiveness of the Council's Social Services complaints procedure		Cabinet	October 2021	Councillor G Hopkins Group Director Community & Children's Services – P Mee	Open	
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NOVEMBER

DECEMBER

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Eisteddfod Update	To receive an update in respect of the Eisteddfod		Cabinet	December 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		
Regional Employability	To consider the report in respect of regional employability		Cabinet	December 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		
Publication of 2021 Air Quality Progress Report	To publish the 2021 Air Quality Progress Report		Delegated Decision	December 2021	Cllr R Lewis Director, Public Health Protection & Community Services	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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RCT Together – Community Asset Transfer	To approve the grant of a 15 year lease of the identified parcel of land within Gelligaled Park, Ystrad to Gelligaled Park Community Action Group		Delegated Decision	December 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		

JANUARY

Homelessness Strategy	To provide Cabinet with an update on the Homelessness Strategy		Cabinet	January 2022	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		
National Adoption Annual Report	To receive the National Adoption Annual Report		Cabinet	January 2022	Councillor C Leyshon and Group Director Community & Children's Services – P Mee	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Early Years Transformation Programme update	To provide Cabinet with an update on the Early Years Transformation Programme		Cabinet	January 2022	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		
Food Resilience	To provide Cabinet with an update		Cabinet	January 2022	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		

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FEBRUARY

Regional Adoption Annual Report	To consider the Regional Adoption Annual Report		Cabinet	February 2021	Councillor G Hopkins, Group Director Community & Children's Services – P Mee		
Leisure Strategy	To provide Cabinet with the Council's proposed Leisure Strategy		Cabinet	February 2022	Cllr A Crimmings Director, Public Health Protection & Community Services – L Davies		H&WB scrutiny Cmt.

MARCH

APRIL

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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MAY

ONGOING UPDATES

Modernisation of Residential Care and Day Care for Older People – Consultation feedback	To receive the consultation feedback		Cabinet	When Applicable	Councillor G Hopkins, Group Director Community & Children’s Services – G Isingrini		Overview and Scrutiny Committee
SS&WB Board Development	To consider any updates as appropriate in respect of the SS&WB Board		Cabinet	Continuous / When Applicable	Councillor C Leyshon Group Director Community & Children’s Services – P Mee	Open	
Regional Transformation Agenda	To receive an update on the regional transformation agenda		Cabinet	When Applicable	Councillor C Leyshon and Group Director Community & Children’s Services – P Mee		
Development of Community Hubs	To consider the development of Community Hubs across the County Borough		Cabinet	Continuous / When Applicable	Councillor R Lewis Director, Public Health, Protection & Community Services	Open	
Extra Care Strategy	To receive update reports on the Councils		Cabinet	Continuous / When Applicable	Councillor C Leyshon	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	progress in respect of delivery of the Extra Care Strategy				Group Director Community & Children's Services – P Mee		
Advocacy	To provide Cabinet with an update in respect of advocacy		Cabinet	When Applicable	Councillor C Leyshon and Group Director Community & Children's Services – P Mee		
Cwm Taf MASH Annual Report	To receive the Annual report of the Cwm Taf MASH		Cabinet	When Applicable	Councillor C Leyshon Group Director Community & Children's Services – P Mee	Open	
Special Services & Wellbeing Act	To provide updates as and when necessary on the Council's duties in respect of the Act		Cabinet	Continuous / When Applicable	Councillor C Leyshon Group Director Community & Children's Services – P Mee	Open	
Local Air Quality Management Reports	To provide details of the Local Air Quality Management Reports		Delegated Decision	Continuous / When Applicable	Councillor R Lewis Director, Public Health, Protection & Community Services	Open	
Scrutiny Recommendations	To receive any recommendations coming forward following a scrutiny review.		Cabinet	Continuous / When Applicable	Specific to Scrutiny Review undertaken	Open	<ul style="list-style-type: none"> Scrutiny

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Education & Inclusion Services

JUNE

School Holiday Enrichment Programme	To provide information on the SHEP pilot			June 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author: Andrea Richards)	Open	
Progress report Greater Pontypridd Schools Band B	To receive updated project costs and re-profiling of programme following JR determination		Cabinet	June 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Gaynor Davies/Andrea Richards)	Open	
YGG Llyn-y-Forwyn	To receive the outcome of the consultation for the proposed new school		Cabinet	June 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Gaynor Davies/Andrea Richards)	Open	
FEO Pilot & potential rollout to Primaries	To seek approval on the extension of the secondary FEO pilot		Cabinet	June 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	and a new primary FEO pilot				(Author(s): Daniel Williams)		
Additional repairs and maintenance investment in schools	To provide an update on additional repairs and maintenance following additional WG grant funding.		Cabinet	June 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Andrea Richards/Lisa Howell)	Open	

JULY

RCT SACRE Annual Report	To receive the annual report of RCT SACRE		Cabinet	July 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Angela Hill, CSC SACRE Consultant)	Open	
Proposal re. Virtual School Model for CLA	An opportunity to consider a joint pilot strategy between Education and Inclusion Services and Children's Services to improve the educational outcomes of children who are looked after (CLA) by Rhondda Cynon Taf County Borough Council		Cabinet	July 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author: Ceri Jones)	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	(RCTCBC) through the creation of a Virtual School Model (VSM).						
Band B Mutual Investment Module	To receive update on costs and programme		Cabinet	July 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Gaynor Davies/Andrea Richards)	Open	
WESP	To receive the draft 10 year Welsh in Education Strategic Programme to approve for consultation		Cabinet	July 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Gaynor Davies/Grace Zecca-Hanagan)	Open	Welsh Language Cabinet Steering Group.
Proposals To Establish Primary Education Provision For The Llanilid Housing Development	To Receive an update on the proposal to establish new primary education provision to serve the new housing development at Llanilid, Llanharan		Cabinet	July 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies	Open	

SEPTEMBER

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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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YGG Llyn-y-Forwyn	To receive the outcome of the statutory notice period new school and make a decision on whether to proceed with the proposal		Cabinet	September 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Gaynor Davies/Andrea Richards)	Open	
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OCTOBER

Special School report - provisional			Cabinet	October 2021	Councillor J Rosser & Director, Education & Inclusion Services - G Davies (Author(s): Andrea Richards/Ceri Jones)	Open	
21st Century School Modernisation Programme - Band B Update			Cabinet	October 2021	Councillor J Rosser & Director, Education & Inclusion Services - G Davies		
UPDATE ON THE EDUCATION AND INCLUSION SERVICES SUPPORT FOR SCHOOLS AND PRUS IN RESPONSE TO COVID-19			Cabinet	October 2021	Councillor J Rosser & Director, Education & Inclusion Services - G Davies		

NOVEMBER

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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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DECEMBER

ALNET Transformation and Implementation	To provide an update on the implementation of the Additional Learning Needs and Education Tribunal Act (2018)		Cabinet	December 2021	Councillor J Rosser & Director, Education & Inclusion Services - G Davies (Author(s): Ceri Jones)	Open	
WESP	To receive an update on the WESP following the public consultation undertaken.		Cabinet	December 2021	Councillor J Rosser & Director, Education & Inclusion Services - G Davies		WLSG Children & Young Peoples Scrutiny
21st Century Schools Programme - Planning Of School Places South Of The County Borough	To receive an update on the pressures on school places in the south of the County Borough, and to consider future planning and financial implications		Cabinet	December 2021	Councillor J Rosser & Director, Education & Inclusion Services - G Davies		
DRAFT STRATEGIC EDUCATION PLAN FOR 2021 - 2024			Cabinet	December 2021	Councillor J Rosser & Director, Education & Inclusion Services - G Davies		Children & Young People

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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21st Century Schools Programme - Proposals To Improve English Medium Primary Education Provision For Glyncoch, Tonysguboriau And Maesybryn	To receive a report seeking Members' approval to begin the relevant and required statutory consultation		Cabinet	December 2021	Councillor J Rosser & Director, Education & Inclusion Services - G Davies		
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JANUARY

Update on proposals to strengthen the continuum of school provision for pupils with social, emotional and behavioural difficulties (SEBD)			Cabinet	January 2022	Councillor J Rosser & Director, Education & Inclusion Services - G Davies (Author: Ceri Jones)	Open	

FEBRUARY

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MARCH

Childcare Sufficiency Update – Pre-scrutiny	The need to provide details of the Childcare Sufficiency Audit undertaken, in line with Welsh Government Requirements		Delegated Decision	March 2022	Councillor J Rosser. Director, Education & Inclusion Services -G Davies; (Author(s): Andrea Richards/Denise Humphries)	Open	Children & Young People Scrutiny Committee
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Play Sufficiency Assessment	The need to provide details of the play sufficiency Audit undertake in line with Welsh Government Requirements.			March 2022	Councillor J Rosser. Director, Education & Inclusion Services -G Davies; (Author(s): Jess Allen)		Children & Young People Scrutiny Committee
Supplementary Capital Programme – Education & Inclusion Services	The need to seek Cabinet approval for further detailed investment within the service following Council’s approval of the 3 year Capital Programme.		Cabinet	March 2022	Councillor J Rosser. Director, Education & Inclusion Services -G Davies (Author(s): Andrea Richards)	Open	

APRIL

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MAY

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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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ONGOING UPDATES

Scrutiny Recommendations	To receive any recommendations coming forward following a scrutiny review.		Cabinet	Continuous / When Applicable	Specific to Scrutiny Review undertaken	Open	<ul style="list-style-type: none"> Scrutiny
21 st Century Schools	To receive any updates in respect of the 21 st Century Schools Programme		Cabinet	Continuous / When Applicable	Councillor J Rosser. Director, Education & Inclusion Services - G Davies	Open	

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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2021-22

OVERVIEW & SCRUTINY COMMITTEE - SCRUTINY WORKING GROUP REPORT

9th DECEMBER 2021

REPORT OF THE SERVICE DIRECTOR OF DEMOCRATIC SERVICES & COMMUNICATION

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to provide Members of the Overview & Scrutiny Committee with the findings and recommendations agreed by the Scrutiny Working Group at its final meeting held on the 16th November 2021;
- 1.2 The Working Group was established to deal with 'The development of future transportation infrastructure in Rhondda Cynon Taf' following the Notice of Motion considered by Council at its meeting held on the [18th September 2019](#).
- 1.3 For Members to ratify the recommendations for final presentation to Cabinet.

2. RECOMMENDATION

- 2.1 It is recommended that Members endorse the conclusions and recommendations of the Working Group as set out at paragraph 6.

3. BACKGROUND

- 3.1 On 18th September 2019 Council considered the Notice of Motion standing in the names of County Borough Councillors G.Davies, K.Morgan, P.Jarman, D.Grehan, H.Fychan, J.Williams, A.Cox, D.Macey, J.Cullwick, J.Davies, M.Weaver, S.Rees Owen, L.Jones E.Stephens E,Griffiths, E,Webster, S.M. Evans, and A. Chapman.

"With the advent of the approved Metro in 2022; coupled with the aspirations as set out in the Council's proposed Tourism strategy the time is now right to push for future rail development in the County.

This Council therefore calls on the Cardiff Capital Region City Deal Joint Cabinet and Transport for Wales to commit to extending the Aberdare passenger line to Hirwaun subject to full consultation with the public and other stakeholders on the location of the station so that it is accessible and fully utilised.

This Council further calls on the Cardiff Capital Region City Deal Joint Cabinet and Transport for Wales to also extend the Treherbert line to Tynnewydd. subject to its inclusion in the reviewed RCT Local Development Plan.

- 3.2. At the Council meeting and in accordance with the Council's Rules of Procedure 12.7 the mover of the motion moved an alteration to the Motion to include:

“And that the matter be referred to the Council’s Overview & Scrutiny Committee for consideration, with a widening of the Motion to include the wider County Borough footprint”.

- 3.3 The Overview & Scrutiny Committee agreed that a Working Group would be established to consider the Notice of Motion. The Working Group Members consisted of County Borough Councillors L M Adams (Chair), H Boggis, J Bonetto, G Caple, A Cox, M Griffiths, W Jones and L Walker. The Working Group was also privileged to have both County Borough Councillors G R Davies and K Morgan, initial mover and seconder to the Council’s Notice of Motion as key stakeholders/observers to assist the Working Group’s review.
- 3.4 At its inaugural meeting on the 25th November 2019, the Working Group agreed the scope of its work, its terms of reference and received a comprehensive Power Point presentation from Transport for Wales. (Members noted that since the terms of reference had been agreed, the Revised Local Development Plan (RLDP) Members Steering Group had been established which would provide an effective mechanism for discussion and consultation between Members and LDP officers on the content of the revised Plan).
- 3.5 The Working Group learned that as part of the Wales-wide rail franchise, Transport for Wales (TfW) (a wholly owned arms-length company of Welsh Government) had let the 15-year rail franchise to Keolis Amey, operating as Transport for Wales Rail Services. The initial investment secured full electrification of the Valley lines within Rhondda Cynon Taf (and to Merthyr) together with new rolling stock. Once complete, high frequency fast trains will run four times an hour each way on the lines north of Pontypridd and 12 times an hour each way between Cardiff and Pontypridd, with upgrades to stations and facilities also being delivered.
- 3.6 With information provided around the range of complimentary improvements to stations with potential for additional stations and park and ride opportunities as well as specific projects such as a new rail depot to be developed at Taffs Well which would also accommodate the control centre for these rail services, Members agreed that Metro must be more than rail and would need to integrate all forms of transport to create a comprehensive, joined-up and coordinated network of routes and services across; rail, tram, bus, cycling, walking, whilst promoting more sustainable ways of fuelling private cars, freight and service vehicles.
- 3.7 In order to progress its considerations as to how future rail and transport infrastructure and services could develop and build on the early stages of implementation of the South Wales Metro in Rhondda Cynon Taf, the Working Group agreed to seek submissions from local Members and stakeholders. This would enable the Working Group to explore the concerns, points and questions raised further during the course of their work.
- 3.8 The Working Group sought views on a range of proposals such as:

- How the Council maximises opportunities to add value to current Metro investments across RCT
 - Resident and stakeholder views on improving the reach and efficiency of our transport network and services for all modes of travel, especially sustainable transport solutions, in order to improve the social and economic well-being of the County Borough and
 - How such proposals might compliment and contribute towards the impending LDP review by the Council and the development of a Strategic Development Plan for the region.
- 3.9 Eight submissions were received in total from Local Members and other stakeholders such as Community Councils and the Rhondda Tunnel Society, which were due to be considered and discussed at its second meeting in early 2020.
- 3.10 On the 23rd March 2020, and in response to measures implemented by the UK and Welsh Governments as a result of the COVID-19 pandemic, the Council's committee meetings were temporarily suspended. The Overview & Scrutiny Committee undertook a more streamlined approach towards its work programme and in effect undertook its role to identify the Council's response to the COVID-19 pandemic. This meant that all Scrutiny working groups were suspended to allow officers to concentrate their time on business-critical matters.

4. OVERVIEW AND SCRUTINY WORKING GROUP: CALL FOR EVIDENCE

- 4.1 On the 7th July 2021, the Working Group received a report from the Service Director Frontline Services which presented the summary of the submissions received in response to the call for evidence (as set out below) and the subsequent response of the Council to each individual submission (attached at Appendix 1):

Councillor G. Caple – Local Member for Porth
 Councillor G. Thomas – Local Member for Rhigos
 Councillors D. R. Bevan & L. M. Adams – Local Members for Tylorstown
 Councillors G. R. Davies & W. Jones – Local Members for Treherbert
 Hirwaun & Penderyn Community Council
 Rhondda Tunnel Society
 Welcome to Our Woods/Create Your Own Space
 Ynysybwl & Coed Y Cwm Community Council

- 4.2 Members considered the responses to individual, specific queries raised such as the extension of the rail line from Treherbert to Tynwydd to capitalise on the benefits of the improved services as well as the 'wider County Borough footprint' which had been moved as an alteration to the original Notice of Motion. They also considered the wider transport context such as legislative, environmental and economic factors and also reflected on the developments that have taken place since the original call for evidence in 2020.
- 4.3 The Working Group acknowledged that a number of WG funded studies have potentially significant impacts for RCT are also progressing via the CCR Transport Authority and TfW with regard to the North West Transport Corridor project from Cardiff into RCT, (details of which had been presented to the Overview & Scrutiny Committee at its meeting on the [15th June 2021](#)), extending passenger rail services beyond Aberdare to Hirwaun, Strategic rail-based park and ride proposals to serve the eastern end of the A473 corridor near Upper Boat and improving regional east-

west transport connectivity across the mid-valleys (i.e. Usk – Pontypool – Newbridge – Ystrad Mynach – Abercynon – Pontypridd – Pontyclun – Bridgend – Porthcawl).

- 4.4 The North West Transport Corridor Cardiff Project, a £300 plus million scheme which was commissioned in July 2019 has now identified short and long-term public transport options from Pontyclun, Talbot Green, Llantrisant, Beddau, Creigiau and Plasdwr towards Cardiff City Centre. The short-term interventions will consider Bus Rapid Transit and bus priority measures, alongside active travel, to alleviate bottlenecks on the existing network between RCT and Cardiff. The longer-term measures will focus on rail-based options mainly utilising former mineral lines. It is possible that the wider economic benefits could extend northwards into the Rhondda Valley and Gilfach Goch areas as the creation of new employment in Talbot Green and planned reduction in journey times to/from Cardiff will offer residents in these communities with improved access to new jobs, training and learning opportunities.
- 4.5 The Working Group considered that as a number of studies are being undertaken by TfW, via the Cardiff Capital Region Transport Authority it would be timely to consider the re-evaluation of plans, feasibility reports and costs for the Council's pipeline of road schemes to feed into the Welsh Government review of road schemes and which could be reported to Scrutiny in due course.
- 4.6 On a local level, RCT is also developing and delivering proposals to complement the Metro such as the investment in Porth Transport Hub, the new £100m rail depot at Taffs Well, and the options being explored with Transport for Wales to develop a new railway station that serves Treforest Industrial Estate. It is also promoting its active travel and in partnership with a number of organisations and bodies such as Sustrans and Public Health Wales, is raising awareness of the health, economic and environmental benefits of cycling and walking. The Council recently undertook a public engagement exercise into its future Active Travel plans which has informed the required formal consultation (now underway) and this will establish the aspirations for investment in Active Travel over the next 15 years. The updated proposals will be submitted to Welsh Government during December 2021. The 695 responses to the initial consultation were reported to Cabinet on the [17th June 2021](#)
- 4.7 It was noted that Welsh Government has initiated a review of all road schemes under the Climate Change agenda including projects that are subject to the Welsh Government's Business Case Process. Aspirations for a phased road scheme in the Rhondda Fach in the form of a 3 section extension of the Rhondda Fach Relief Road to Ferndale, to the Salisbury Hotel to Maerdy and link from Maerdy to the Heads of the Valleys would be subject to the legislation and policies governing climate change and alternative measures that will improve public transport provision along the Rhondda Fach.
- 4.8 The Working Group acknowledged that opportunities to extend the rail line towards Tower Colliery, which would improve connectivity with Zip World, are being considered without prejudicing extensions further west beyond those areas in the future.

5. CONCLUSIONS

- 5.1 Members recognised that that the essence of the Notice of Motion needed to be considered in the wider context and against progress of the new Welsh Transport Strategy; Llwybr Newydd, South Wales Metro, WG funded studies and many local projects.

- 5.2 Whilst considering the eight submissions and key queries raised by local Members and stakeholders, Members noted the benefits of undertaking further feasibility studies and analysis of each submission to understand any potential financial costs which will only become known following more detailed study and analysis.
- 5.3 Members proposed that, in view of the wider remit of the working group a report is presented to the Overview & Scrutiny Committee to demonstrate that the broader scope has been captured.

6. RECOMMENDATIONS

6.1 Members proposed the following recommendations:

- The Working Group acknowledges that the integrated transport map of South Wales is swiftly changing and evolving;
- As a result, the Working Group recommends that the Council/ And RTA (Regional Transport Authority) reviews all potential infrastructure, including rapid transport and active travel in the wider context of the revised LDP;
- This Working Group recommends that all pipe-line projects are fully evaluated, and that priority is given to integrated public transport to support greener means of travel across the region;
- The Working Group also recommended consideration continues to be provided to the extension of the Rhondda Fach Relief Road, while recognising that the recent 'moratorium' by Welsh Government upon the funding of future highway developments would prevent progress of this scheme into reality, the development of enhanced integrated transport networks, should be a key objective in improving the economic well-being of residents.
- When considering the wider development of transport infrastructure in future years, in the context of tackling climate change, the Working Group was of the view that selected roads schemes remain important and justified, where they support economic growth and compliment wider transport behavioural change being undertaken.

7. EQUALITY AND DIVERSITY IMPLICATIONS

7.1 No equalities Impact Assessment has been carried out on this report, however, creating sustainable communities, transport and long- term employment opportunities are of benefit to all RCT residents regardless of background.

8. CONSULTATION

8.1 Consultation was undertaken with the stakeholders and local Members who responded to the call for evidence as set out in the submissions at Appendix A.

9. FINANCIAL IMPLICATIONS

- 9.1 There are no financial implications directly associated with this report, but detailed consideration of the capital and revenue implications will be required in order to inform a preferred strategy. It should be noted that many of the submissions set out in Appendix 1 will have a financial implication for the Council. However, at this stage, the potential financial cost will only become known following more detailed study and analysis of each submission.

10. LEGAL IMPLICATIONS

- 10.1 There are no legal implications aligned to this report.

11. LINKS TO THE COUNCILS CORPORATE AND NATIONAL AND THE WELL-BEING OF FUTURE GENERATIONS (WALES) ACT

- 11.1 Supporting the development of a more sustainable transport solution will allow the Council to meet its stated objectives covering health and prosperity set out in the Council's Single Integrated Plan and emerging Corporate Plan. For example, the planned, new public transport and active travel proposals will help address air quality and congestion issues and improve connectivity and access to new employment opportunities.
- 11.2 Many of the submissions in Appendix 1 will also meet a number of the goals set out in the Well-being of Future Generations (Wales) Act 2015. For example, a prosperous Wales, a more equal Wales, a healthier Wales and a Wales of cohesive communities.

LOCAL GOVERNMENT ACT, 1972
as amended by
THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985
RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL
OVERVIEW & SCRUTINY COMMITTEE
9th DECEMBER 2021

List of Background Papers

Report of the Service Director Democratic Services & Communication

Item - Overview & Scrutiny Working Group- The Development of Future Transport
Infrastructure in Rhondda Cynon Taf

Freestanding Matter

APPENDIX 1

SUMMARY OF SUBMISSIONS

NAME OF RESPONDENT	DETAILS OF SUBMISSION	RESPONSE OF THE COUNCIL
Councillor Gareth Caple	<p>Many railway stations are in a poor state of repair.</p> <p>Trehafoed station Park & Ride is unwelcome, badly signposted and underused. The northbound platform does not have disabled access and the station has poor drainage.</p> <p>Transport for Wales should work with the Council and transport providers in order to promote tourist attractions in the valleys.</p> <p>Concern about the lack of toilets on new Metro rolling stock.</p>	<p>Responsibility for stations located along the Core Valley Lines north of Cardiff has been transferred from Network Rail to Transport for Wales. Maintenance and upgrade is being undertaken as part of the investment in the South East Wales Metro. These works will cover improved access for cyclists and people with reduced mobility as well as addressing the condition and capacity of Park & Ride sites.</p> <p>The Council liaises closely with transport operators and local tourist attractions and in the publicity, the local bus and rail services serving these attractions are highlighted.</p> <p>Transport for Wales is procuring the new rolling stock and is aware of this issue. Rolling stock (PACERS) fitted with toilets which are not accessible to people with restricted mobility have very recently been phased out. It is understood that when the new Metro rolling stock is introduced, passengers may have to disembark at certain stations with toilet facilities and rejoin a later journey.</p>
Councillor Graham Thomas	<p>Additional frequency, as part of the Metro investment, along the Aberdare line will be welcome. The extension of passenger rail services to Hirwaun will be of benefit to the residents of Rhigos and could be extended further to Hirwaun Ind Estate. This could enable more goods to be carried by rail.</p> <p>Current rail fares are prohibitive for employees earning the minimum wage.</p> <p>There should be a close analysis of an integrated transport system that includes links to bus services.</p>	<p>Comments are noted. A Transport for Wales study, with input from the Council, is currently being undertaken into the feasibility of extending passenger rail services from Aberdare to Hirwaun. This proposed scheme will also involve the construction of new intermediate stations and facilities along the extended route. The Council has recently secured the "Chicken Factory" site at Trecynnon which could serve as access and P&R for a new station. The Council has also submitted a bid to the UK Government, under its "Levelling Up" Fund, to fund the construction of a 127 space Park and Share (potentially future P&R) facility at Llwydcoed as part of a first phase – this will include complementary elements such as a new Active Travel bridge over the A4059.</p> <p>TfW Rail has reduced season ticket prices from stations located in the Heads of the Valleys for commuters travelling southwards to Pontypridd and Cardiff.</p> <p>The development of the South East Wales Metro will include the integration of ticketing and co-ordination of bus and rail services, including</p>

NAME OF RESPONDENT	DETAILS OF SUBMISSION	RESPONSE OF THE COUNCIL
Councillors Robert Bevan & Mark Adams	Extend the Rhondda Fach Relief Road to Maerdy (Phase 2) and to the Rhigos Mountain Top (Phase 3).	<p>better orbital services between valleys. The Welsh Government is currently examining changes to the existing legislation governing the operation of local bus services. It has launched an updated Wales Transport Strategy which reflects these proposals.</p> <p>Both Phases can be classified as major road schemes, with Phase 2 included as a long term aspiration in the current South East Wales Valleys Local Transport Plan. If progressed further, both Phases will be subject to the Welsh Government's Business Case process, prior to any planning and design being undertaken and alignment identified.</p> <p>The Business Case process would provide evidence of the economic, social and environmental cases for developing these particular road schemes. However, any decision to proceed further must take account of the legislation and policies governing climate change, alternative measures that will improve public transport provision along the Rhondda Fach and the Well-being of Future Generations Act.</p> <p>It should be noted that the Welsh Government has recently placed a moratorium on proceeding with new road schemes, pending a full review.</p>
Councillors Geraint Davies & Will Jones	<p>Welcome the development of the South East Wales Metro including the increase in frequency and reduction in journey times.</p> <p>Extend the rail line from Treherbert to Tynewydd to capitalise on the benefits of the improved services.</p>	<p>Comments are noted.</p> <p>The potential extension of rail services from Treherbert to Tynewydd has been included for consideration as part of a wider study looking at improved transport links to/from the Mid Valleys areas. Subject to funding, this study is expected to be commissioned in the current financial year.</p>

NAME OF RESPONDENT	DETAILS OF SUBMISSION	RESPONSE OF THE COUNCIL
<p>Hirwaun & Penderyn Community Council</p>	<p>Sets out the potential benefits of improved rail frequency and capacity on its residents.</p> <p>Important that adequate funding is available for schemes; ticket costs are affordable; improved services do not undermine local town centre economies.</p> <p>Puts forward a number of measures and schemes to support the South East Wales Metro.</p> <p>There are a number of opportunities that exist to enhance transport accessibility and connectivity in the County Borough. For example, reinstating the rail line between Neath and Merthyr via Hirwaun and making new road developments suitable for a cross-section of users.</p> <p>Puts forward a number of measures to reduce travel demand in RCT whilst encouraging economic growth and tackling climate change.</p>	<p>Comments are noted.</p> <p>All infrastructure schemes will be subject to the Business Case process which identifies whether a scheme is affordable and represents value for money. TfW Rail has reduced season ticket prices from stations located in the Heads of the Valleys for commuters travelling southwards to Pontypridd and Cardiff. It is envisaged that development and 'place making' opportunities will be identified around stations located on the South East Wales Metro network.</p> <p>Comments are noted. Measures and schemes are being looked at by Transport for Wales, in collaboration with the Regional Transport Authority, local authorities and transport operators. For example, the co-ordination of bus and rail services at key interchanges; improvements to stations in terms of making them more accessible and providing better facilities for passengers; extending passenger rail services to Hirwaun. The planned increase in frequency on Valley lines north of Cardiff will increase capacity. Where constraints exist along the single track sections, the provision of double tracks is being examined by Transport for Wales. Significant Sections of dual tracking are proposed as part of the Metro transformation of Core Valley Lines.</p> <p>As the highway authority, the Council has been investing in improvements along the principal bus corridors in RCT. These improvements cover roadside waiting facilities for passengers and tackling delays to local bus services. The Council has also been exploring the widespread provision of electric vehicle charging infrastructure throughout RCT, both in residential areas and at key facilities.</p> <p>Requests for local bus services are brought to the attention of the local bus operators who determine the times and coverage of their commercial network. The role of the Council is to determine whether a social need exists for a local bus service, that is not being met by the commercial network. This is in terms of the availability of alternative services, the level of access to key facilities and destinations and financial costs to the Council.</p> <p>Under current legislation, all new highway schemes must ensure that active travel provision (walking and cycling) is incorporated in the design of the scheme.</p> <p>The proposal to re-open the rail line between Neath and Merthyr Tydfil would be subject to the</p>

		<p>Welsh Government's business case process. Most of the existing rail alignment has not been safeguarded from development and this would have a substantial and negative impact on the engineering feasibility and financial costs of re-opening.</p> <p>The Council has implemented a number of measures across RCT to promote social distancing and accommodate changes to travel patterns as a result of the Covid-19 pandemic.</p> <p>The Council continues to promote homeworking for the majority of staff that are able to do so, thereby reducing travel demand, congestion and carbon footprint.</p> <p>With the support of the Council, local bus and taxis operators are investing in new fleets of modern, fully accessible, low emission vehicles.</p>
NAME OF RESPONDENT	DETAILS OF SUBMISSION	RESPONSE OF THE COUNCIL
Rhondda Tunnel Society	<p>The rail service will be a key resource bringing a large number of visitors to the Tunnel. An increase in service frequency will be important. The provision of a shuttle bus service and bike hire facilities is envisaged at the terminus station.</p> <p>It is important that the seating arrangement of the new rolling stock is flexible to accommodate cycles as well as wheelchair users and pushchairs.</p> <p>A traffic free cycle path is essential to the Tunnel.</p> <p>There is inadequate Park and Ride facilities at some stations.</p> <p>There is a need to promote sustainable travel to the Tunnel which will have health benefits and relieve traffic congestion.</p>	<p>Comments are noted. See response above.</p> <p>Transport for Wales is procuring the new rolling stock for use on the Core Valley Lines network. The carriages will be fully compliant with existing design standards and the internal layout will ensure sufficient capacity is provided to meet different passenger needs.</p> <p>The Council has commissioned a study to investigate a possible alignment for an active travel route along the Rhondda Fawr. A number of sections have already been constructed to serve key facilities which will eventually form part of a continuous route between Blaencwm and Porth.</p> <p>Responsibility for stations located along the Core Valley Lines north of Cardiff has been transferred from Network Rail to Transport for Wales. Maintenance and upgrade is being undertaken as part of the investment in the South East Wales Metro. These works will cover improved access for cyclists and people with reduced mobility as well as addressing the condition and capacity of Park & Ride sites.</p> <p>The Council, in partnership with a number of organisations and bodies such as Sustrans and Public Health Wales, is undertaking a number of measures to promote active travel and raise awareness of the health, economic and environmental benefits of cycling and walking. In addition to promoting the network of existing active travel routes. Full details are on the Council's website.</p>

		A formal consultation exercise covering the development of active travel routes in Rhondda Cynon Taf will commence shortly, building on the recent online engagement which attracted 695 responses.
Welcome to our Woods Create Your Space	Are supportive of the idea to restore a rail service to Tynewydd village.	The potential extension of rail services from Treherbert to Tynewydd has been included as part of a wider study looking at improved transport links to/from the Mid Valleys areas. Subject to funding, this study is expected to be commissioned in the current Financial year.
Ynysybwl & Coed y Cwm Community Council	Construct a new rail station near Glyncoch with a Park & Ride facility. This will benefit residents who commute from the Ynysybwl area. YCC are fully supportive of investment and enhancement to the current transport system.	Responsibility for existing stations and the development of new stations along the Core Valley Lines network north of Cardiff lies with Transport for Wales. This proposal will need to be subject to achieving a satisfactory business case under the rail industry's GRIP (Governance in Rail Infrastructure Protocol) process. Comments are noted.

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