



**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: Sarah Handy - Members' Researcher & Scrutiny Officer (07385 401942)

YOU ARE SUMMONED to a virtual meeting of **CLIMATE CHANGE, FRONTLINE SERVICES & PROSPERITY SCRUTINY COMMITTEE** to be held on **THURSDAY, 29TH SEPTEMBER, 2022** at **4.00 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, 27 September 2022 on the contact details listed above, including stipulating whether the address will be in Welsh or English.

AGENDA

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1. 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 Committee work programmes to ensure outcome-based topics are identified. For any scrutiny research requirements please contact scrutiny@rctcbc.gov.uk

2. 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

Where Members withdraw from a meeting as a consequence of the disclosure of a prejudicial interest they must notify the Chairman when they leave.

REPORTS OF THE SERVICE DIRECTOR, DEMOCRATIC SERVICES AND COMMUNICATIONS

3. DRAFT WORK PROGRAMME 2022-23 AND TERMS OF REFERENCE

To consider and agree the Climate Change, Frontline Services & Prosperity Scrutiny Committee Work Programme for 2022-23 and to acknowledge the Terms of Reference for this Committee, as approved by the Overview and Scrutiny Committee.

5 - 16

4. WELSH TRANSPORT APPRAISAL GUIDANCE (WELTAG) 2022

To receive the report of the Service Director, Democratic Services and Communications and to respond to the consultation accordingly.

17 - 22

5. NATIONAL TRANSPORT DELIVERY PLAN: 2022-2027

To receive the report of the Service Director, Democratic Services and Communications and to respond to the consultation accordingly.

23 - 28

OFFICER'S REPORTS

6. COMMUNITY INFRASTRUCTURE LEVY ANNUAL MONITORING REPORT

To undertake pre scrutiny of the Community Infrastructure Levy Annual Monitoring Report.

29 - 44

7. UPDATE REPORT ON THE ELECTRIC VEHICLE CHARGING STRATEGY, "IMPLEMENTATION PLAN"

An opportunity for Members to pre-scrutinise the Electric Vehicle Charging Strategy: Implementation Plan.

45 - 74

8. GREEN WASTE COLLECTIONS

To consider the changes made to the Green Waste Collection and to consider any future developments, lessons learned and areas for improvement.

9. 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.

10. CHAIR'S REVIEW AND CLOSE

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

Service Director of Democratic Services & Communication

Circulation:-

The Chair and Vice-Chair:

(County Borough Councillor C Middle and County Borough Councillor G L Warren respectively)

County Borough Councillors:

Councillor J Barton, Councillor P Binning, Councillor V Dunn,
Councillor E L Dunning, Councillor S Emanuel, Councillor D Grehan,
Councillor G Holmes, Councillor W Hughes, Councillor G Jones,
Councillor A O Rogers, Councillor W Treeby and Councillor R Yeo

Officers:

Christian Hanagan, Service Director of Democratic Services & Communication
Roger Waters, Director Frontline Service
Steve Owen, Service Director Streetcare
Dave Powell, Director Corporate Estates
Simon Gale, Director of Prosperity & Development

External Representation:

Friends of the Earth
Welcome to our Woods

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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2022/23

CLIMATE CHANGE, FRONTLINE SERVICES & PROSPERITY SCRUTINY COMMITTEE

29th September 2022

CLIMATE CHANGE, FRONTLINE SERVICES & PROSPERITY SCRUTINY WORK PROGRAMME FOR THE 2022/23 MUNICIPAL YEAR

REPORT OF THE SERVICE DIRECTOR DEMOCRATIC SERVICES & COMMUNICATIONS

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to seek Members' comment and approval on the draft Work Programme of the Climate Change, Frontline Services & Scrutiny Committee for the 2022/23 Municipal Year.

2. RECOMMENDATION

It is recommended that Members of the Climate Change, Frontline Services & Prosperity Scrutiny Committee:

- 2.1 Agree on issues for inclusion on the Climate Change, Frontline Services & Scrutiny Committee's Work Programme for the 2022/23 Municipal Year (as set out in **Appendix 1**) (with appropriate amendment as necessary); and
- 2.2 Request that the Service Director Democratic Services & Communications notifies the appropriate Cabinet Member and responsible Officer, of the matters identified for pre-scrutiny in advance of Cabinet consideration.

3. REASONS FOR RECOMMENDATIONS

- 3.1 There is a requirement to devise and publish a Work Programme for each of the Council's Scrutiny Committees as set out in Part 4 of the Constitution (Overview & Scrutiny Procedure Rules). The Overview & Scrutiny Committee is responsible for ensuring that there is no duplication of work across the thematic scrutiny committees.
- 3.2 In consultation with the Chair and Vice Chair of the Climate Change, Frontline Services & Scrutiny Committee together with appropriate Council Officers and the relevant Cabinet Members, through the one-to-one engagement sessions, an initial list of work topics for the Climate Change, Frontline Services & Scrutiny Committee has been produced and is attached at Appendix 1.

4. **BACKGROUND**

- 4.1 The work programme should reflect the committee's aims and objectives as well as add value to the work of the Council. It is up to the Committee to agree the items for inclusion in its work programme, but ideas are brought together from a number of sources to assist members in their choices. It is important that all Members have the opportunity to put forward items for consideration.
- 4.2 There are a number of areas which have been taken into account when developing the Draft Work Programme:
- The work programme represents a mixed selection of topics;
 - It meets deadlines in relation to other Council meetings and those of external partners;
 - Consideration as to whether the topic duplicates review activity which is taking place elsewhere; and
 - Flexibility- to ensure that new topics can be factored in and changes accounted for.

5. **SCRUTINY AREAS FOR CONSIDERATION**

- 5.1 To support effective scrutiny, challenge and policy development members are advised to determine matters for consideration within the committees work programme from a range of perspectives. These should include:
- Pre scrutiny of the identified key decisions proposed for Cabinet consideration over the next municipal year
 - The delivery of services against the proposed objectives of decisions
 - Matters of strategic significance to the Council, partners and stakeholders
 - The development of policy or recommendation for consideration by the Cabinet.

- 5.2 To promote public participation in scrutiny, members are advised to provide sufficient capacity within the work programme to accommodate matters identified for scrutiny by the public. A Public Participation Strategy, which will provide a mechanism for stronger participation by the public and residents, will shortly be presented for member consideration, in-line with the new requirements contained with the Local Government & Elections Act (Wales) (2021).
- 5.3 Members are also advised to focus their scrutiny activities in areas, where maximum value can be achieved and to ensure that sufficient capacity is made available to respond to business yet identified by Cabinet for consideration and the Council's response to national policy drivers.
- 5.4 Most importantly members are advised to maintain focus, when planning your committees work programme, to enable the approach level of questioning and challenge to take place.

6. **EQUALITY AND DIVERSITY IMPLICATIONS**

- 6.1 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.

7. **CONSULTATION**

- 7.1 The draft Work Programme has been compiled in discussion with the Chairs and Vice Chairs of the Climate Change, Frontline Services & Scrutiny Committee in consultation with Council Officers as well as the relevant Cabinet Member.

8 **FINANCIAL IMPLICATIONS**

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

9. **LEGAL IMPLICATIONS AND LEGISLATION CONSIDERED**

- 9.1 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

**Climate Change, Frontline Services & Scrutiny Committee
29th September 2022**

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

APPENDIX 1

**CLIMATE CHANGE, FRONTLINE SERVICES & PROSPERITY SCRUTINY
COMMITTEE WORK PROGRAMME 2022/23**

Climate Change, Frontline Services & Prosperity Scrutiny Committee

Draft Forward Work Programme 2022-23

Date/Time	Overarching Item	Officer(s)	Cabinet Member(s)	Invited/ In attendance	Scrutiny Focus/Challenge
Page 9 21 st September 2022 5pm Virtual	2022/23 Forward Work Programme	Service Director, Democratic Services & Communications	Cabinet Member for Development & Prosperity Cabinet Member for Environment & Leisure Cabinet Member Climate Change & Corporate Services		Scrutiny & Challenge For Members to consider the work programme for the 2022/2023 Municipal year
	Community infrastructure levy annual monitoring Report	Director of Prosperity & Development	Cabinet Member for Development & Prosperity		Scrutiny & Challenge Scrutiny will undertake pre scrutiny of the Community Infrastructure Levy Annual Monitoring Report
	Update Report: EV Charging Strategy: Implementation Plan	David Powell, Director of Corporate Estates	Cabinet Member for Development & Prosperity Cabinet Member Climate Change & Corporate Services		For Members to pre-scrutinise the e Council's EV Charging Strategy
	Green Waste Collections	Service Director – Streetcare / Nicola Jones	Cabinet Member for Development & Prosperity		Members to consider the changes made to the Green Waste Collection

Date/Time	Overarching Item	Officer(s)	Cabinet Member(s)	Invited/ In attendance	Scrutiny Focus/Challenge
					and to consider any future developments, lessons learned and areas for improvement
	Welsh Government Consultation – National Transport Delivery Plan 2022-27 and Welsh Transport Appraisal Guidance (WeITAG)	Service Director, Democratic Services & Communications	Cabinet Member for Development & Prosperity Cabinet Member Climate Change & Corporate Services		For Members to review the consultations and respond accordingly to Welsh Government
12th October 2022 10am Site Visit	Site Visit – Bryn Pica	Service Director – Streetcare	Cabinet Member for Development & Prosperity		Site Visit An opportunity for Members to visit the Bryn Pica site & Education Centre
13th October 2022 5pm Hybrid	Current Biodiversity Works in RCT	Director of Prosperity & Development	Cabinet Member Climate Change & Corporate Services		Scrutiny & Challenge For Committee Members to pre-scrutinise
	Processing of Mixed Kerbside Recycling	Director Frontline Services/Steve Owen/Nicola Jones	Cabinet Member for Development & Prosperity		For scrutiny Members to receive an update in respect of the

Date/Time	Overarching Item	Officer(s)	Cabinet Member(s)	Invited/ In attendance	Scrutiny Focus/Challenge
Page 11					<p>opportunities available to achieve the Council's 80% recycling target by 2025</p> <p>Site Visit Scrutiny Members to be invited to visit Bryn Pica to review the processes of mixed kerbside recycling</p>
	<p>Review of Mainstream School Transport</p>	<p>Director Frontline Services / Geraint Roberts</p>	<p>Cabinet Member for Environment & Leisure Cabinet Member for Education, Youth Participation & Welsh Language</p>		<p>For Scrutiny Members to receive the outcomes of the periodic review of the Council's mainstream School Transport Provision</p>
<p>15th November 2022 5pm Hybrid</p>	<p>Tree and Hedgerow Strategy</p>	<p>Director of Prosperity & Development</p>	<p>Cabinet Member Climate Change & Corporate Services</p>		<p>Scrutiny & Challenge For scrutiny members to pre-scrutinise the consultation responses to the draft RCT Tree, Woodlands and Hedgerow Strategy</p>
	<p>Draft Town Centre Strategy For Aberdare</p>	<p>Director of Prosperity & Development</p>	<p>Cabinet Member for Development & Prosperity</p>		<p>Scrutiny & Challenge Scrutiny will undertake pre scrutiny of the draft Town Centre Strategy For Aberdare</p>

Date/Time	Overarching Item	Officer(s)	Cabinet Member(s)	Invited/ In attendance	Scrutiny Focus/Challenge
	EV Charging Strategy	David Powell, Director of Corporate Estates	Cabinet Member for Development & Prosperity Cabinet Member Climate Change & Corporate Services		For Members to receive an update on the Council's EV Charging Strategy
	Porth Town Centre Strategy	Director of Prosperity & Development	Cabinet Member for Development & Prosperity		To receive an update on progress made to date on the Council's Porth Town Centre Strategy
16th January 2023 5pm Hybrid	Welsh Government 20mph Speed Limit 2023	Director Frontline Services and Tim Phillips	Cabinet Member for Development & Prosperity Cabinet Member Climate Change & Corporate Services		For Committee Members to review how the Welsh Government's legislation to reduce the speed limit from 30mph to 20mph on restricted roads across Wales will impact residents in RCT
	Highways Investment Scheme	Director Frontline Services and Andrew Griffiths and Jacqueline Mynott	Cabinet Member for Development & Prosperity		For Committee Members to receive an update in respect of the Highways Investment Scheme
	Shared Prosperity Fund and Levelling Up Fund	Director of Prosperity & Development	Cabinet Member for Development & Prosperity		Scrutiny will receive an update on the local investment plans submitted to UK Gov as part of the UK Gov commitment to level up all parts of the UK and provides funding for local investment between 2022 and 2025.

Date/Time	Overarching Item	Officer(s)	Cabinet Member(s)	Invited/ In attendance	Scrutiny Focus/Challenge
15 th February 2023 5pm Hybrid	Public Rights of Way	Countryside & Rights of Way Officer / Director of Prosperity & Development	Cabinet Member for Development & Prosperity		An update on the process of general maintenance and upkeep of public rights of way
	Community Infrastructure Levy Consultation Responses	Director of Prosperity & Development	Cabinet Member for Development & Prosperity		Scrutiny & Challenge Pre-scrutiny of the responses resulting from the Community Infrastructure Levy consultation in respect of the Council's Regulation 123 List.
	The Pontypridd Masterplan	Director of Prosperity & Development	Cabinet Member for Development & Prosperity		For Members to receive an update on the progress made to date on the Council's Pontypridd Masterplan
22 nd March 2023 5pm	Kerbside Recycling Update	Director Frontline Services	Cabinet Member for Environment & Leisure		Members to receive an update on strategy development and progress towards the Council's 80% recycling target
	Taff Vale Update Business Plan	Director of Prosperity & Development	Cabinet Member for Development & Prosperity		To receive an update on progress made to date on the Council's Taff Vale Business Plan
	Cultural and Heritage Services	Strategic Arts & Culture Manager	Cabinet Member for Environment & Leisure		For Members to receive an overview of heritage services in RCT including an overview of war

Date/Time	Overarching Item	Officer(s)	Cabinet Member(s)	Invited/ In attendance	Scrutiny Focus/Challenge
					memorials and blue plaques etc.

Climate Change, Frontline Services and Prosperity				
Chair & Vice Chair	Corporate Plan & Priorities	Remit	Cabinet Member(s)	Lead Officer(s)
<p>Chair: Cllr Craig Middle</p> <p>Vice Chair: Cllr Gaynor Warren</p> <p>To find out who sits on this Scrutiny Committee please click here:-</p>	<p>Holding the Executive to account for its performance across all the Council’s priority areas:-</p> <p>1. Ensuring People: <i>are independent, healthy and successful;</i></p> <p>2. Creating Places: <i>where people are proud to live, work and play;</i></p> <p>3. Enabling Prosperity: <i>creating the opportunity for people and businesses to: be innovative; be entrepreneurial; and fulfil their potential and prosper.</i></p> <p><i>Keeping RCT clean through efficient street cleaning services, minimising the amount of waste we send to landfill, achieving our recycling targets through weekly recycling and regular refuse collections, and reducing our carbon footprint</i></p> <p><i>Keeping the County Borough moving, including improvements to roads and pavements and public transport, whilst also improving air quality</i></p> <p><i>Getting the best out of our parks by looking after and investing in our greenspaces</i></p> <p>The Council's Corporate Plan 2020-2024</p>	<ul style="list-style-type: none"> • Climate Change • Strategic Regeneration • Economic Development • Town Centres • Events & Tourism • Jobs Growth & Skills • Environment & Sustainable Development • Waste Services • Streetcare • Highways improvements • Cultural Services • Heritage • Libraries • Parks & Countryside • Play areas 	<ul style="list-style-type: none"> • Cabinet Member for Prosperity & Development • Cabinet Member for Environment & Leisure • Any other Cabinet Member as and when required 	<ul style="list-style-type: none"> • Chief Executive • Director Prosperity & Development • Director of Frontline Services • Any other lead officer as and when required

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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2022/23

CLIMATE CHANGE, FRONTLINE SERVICES AND PROSPERITY SCRUTINY COMMITTEE

29TH SEPTEMBER 2022

REPORT OF THE SERVICE DIRECTOR, DEMOCRATIC SERVICES & COMMUNICATIONS

WELSH TRANSPORT APPRAISAL GUIDANCE (WeITAG) 2022 CONSULTATION

1. PURPOSE OF THE REPORT

- 1.1 For members of the Climate Change, Frontline Services and Prosperity Scrutiny Committee to formally respond to the Welsh Government consultation for the [Welsh Transport Appraisal Guidance 2022 \(WeITAG\)](#) which plans transport programmes, policies and projects. The draft guidance has been updated from the 2017 guidance to reflect [Llwybr Newydd](#), the new Wales transport strategy 2021.

2. RECOMMENDATIONS

It is recommended that Members: -

- 2.1 Respond to the attached Welsh Transport Appraisal Guidance [consultation](#) 2022, and decide whether they wish to make any further comments or suggestions as appropriate following consideration of the information before them.

3. REASONS FOR RECOMMENDATIONS

- 3.1 To provide Scrutiny with the opportunity to respond to the consultation by the 3rd November 2022 so that it can have its say on the draft guidance and how the governance of WeITAG might be improved.

4. BACKGROUND

- 4.1 WeITAG 2022 takes a logical, staged approach to planning and designing transport projects, programmes and policies. It shows how to align them with our priorities for transport in Wales and deliver against wider well-being ambitions including reducing carbon emissions. It embeds the Sustainable Transport Hierarchy in the planning process.
- 4.2 There are important changes in WeITAG 2022. These include a closer alignment with Welsh Government priorities for transport, a stronger focus on well-being and a new proportional approach, suitable for smaller projects in Wales.
- 4.3 The new draft guidance, proposes to strengthen the governance around the production, approval and sign off of WeITAG studies for projects that seek Welsh Government funding and support. The aim is to identify opportunities to improve the way studies are commissioned and approved, in order to ensure they are high quality, meet the needs of all users and represent good value for money.

5. EQUALITY AND DIVERSITY IMPLICATIONS

- 5.1 There are no equality and diversity implications arising from the recommendations set out in the report.

6. FINANCIAL IMPLICATIONS

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

7. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

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

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

- 8.1 This is an information report presenting the Welsh Government's consultation on the Welsh Transport Appraisal Guidance 2022. No decisions are being taken in this report.

9. CONCLUSION

- 9.1 The Climate Change, Frontline Services and Prosperity Scrutiny Committee, in line with its Terms of Reference, has been afforded the opportunity to respond to the consultation published on the 11th August 2022 by Welsh Government which sets out updated guidance on transport appraisal in Wales

LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

**CLIMATE CHANGE, FRONTLINE SERVICES & PROSPERITY
SCRUTINY COMMITTEE**

29TH SEPTEMBER 2022

**REPORT OF THE SERVICE DIRECTOR, DEMOCRATIC SERVICES &
COMMUNICATION**

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Consultation questions WeITAG

[Welsh transport appraisal guidance \(WeITAG\) 2022](#)

Question 1:

WeITAG 2022 places less emphasis on the use of cost-benefit ratios, and more emphasis on well-being appraisal based on the ambitions and targets in the Wales Transport Strategy. Do you have any comments on this approach?

Question 2:

WeITAG 2022 introduces a new Stage 0 Case for Change and suggests that it should be done by the in-house team. Do you have comments on this?

Question 3:

Would it be beneficial to use WeITAG at a strategic or programme level? If so, what types of transport interventions might best benefit from a strategic WeITAG approach?

Question 4:

WeITAG 2022 provides guidance on aligning transport planning and land use planning. What are the key issues and how could we address them in the guidance?

Question 5:

WeITAG 2022 introduces a proportionate approach to appraisal through three levels of detail – WeITAG lite, WeITAG standard and WeITAG plus. Most projects in Wales, including most active travel projects, should use WeITAG lite. Do you have comments on this approach?

Question 6:

We are developing technical guidance to accompany the main guidance. Can you suggest specific tables or templates that would be helpful? Which particular topics would benefit from further guidance?

Question 7:

Do you have any other comments or feedback on the draft WeITAG 2022 guidance?

Question 8:

Do you have any suggestions for how the governance of WeITAG might be improved in order to ensure that studies are high quality, meet the needs of users and represent good value for money?

Question 9:

We would like to know your views on the effects that WeITAG 2022 would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?



RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2022/23

CLIMATE CHANGE, FRONTLINE SERVICES AND PROSPERITY SCRUTINY COMMITTEE

29TH SEPTEMBER 2022

REPORT OF THE SERVICE DIRECTOR, DEMOCRATIC SERVICES & COMMUNICATIONS

NATIONAL TRANSPORT DELIVERY PLAN 2022 – 27 CONSULTATION

1. PURPOSE OF THE REPORT

- 1.1 For members of the Climate Change, Frontline Services and Prosperity Scrutiny Committee to formally respond to Welsh Government's consultation which sets out the proposals for the draft [National Transport Delivery Plan 2022 - 27](#). The draft National Transport Delivery Plan sets out how Welsh Government will deliver against the priorities and ambitions set out in [Llwybr Newydd – The Wales Transport Strategy 2021 \(WTS\)](#). The consultation was launched on the 19th July and closes on the 11th October 2022

2. RECOMMENDATIONS

It is recommended that Members:

- 2.1 Respond to the attached [consultation](#), contained within the draft National Transport Delivery Plan 2022-27 and decide whether they wish to make any further comments or suggestions as appropriate following consideration of the information before them.

3. REASONS FOR RECOMMENDATIONS

- 3.1 To provide Scrutiny with the opportunity to respond to the consultation by the 11th October 2022 so that it can have its say on the proposals for the draft National Delivery Plan 2022-27 which set out a number of priorities as detailed below:

- Priority 1: bring services to people in order to reduce the need to travel.
- Priority 2: allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- Priority 3: encourage people to make the change to more sustainable transport.

4. BACKGROUND

- 4.1 The National Transport Delivery Plan (NTDP) sets out how Welsh Government will deliver against the priorities and ambitions set out in Llwybr Newydd – The Wales Transport Strategy 2021 (WTS).
- 4.2 The plan details the programmes, projects, and new policies that Welsh Government are intending to deliver over the next five years. It also sets out proposals for improvements to transport across Wales and a move towards a Net Zero Wales.

5. EQUALITY AND DIVERSITY IMPLICATIONS

- 5.1 There are no equality and diversity implications arising from the recommendations set out in the report.

6. FINANCIAL IMPLICATIONS

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

7. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

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

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

- 8.1 This is an information report presenting the Welsh Government's consultation on its National Transport Delivery Plan 2022–27. No decisions are being taken in this report.

9. CONCLUSION

- 9.1 The Climate Change, Frontline Services and Prosperity Scrutiny Committee, in line with its Terms of Reference, has been afforded the opportunity to respond to the consultation published on the 19th July 2022 by Welsh Government which sets out provisional proposals to implement the National Transport Delivery Plan 2022-27.

LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

**CLIMATE CHANGE, FRONTLINE SERVICES & PROSPERITY
SCRUTINY COMMITTEE**

29TH SEPTEMBER 2022

**REPORT OF THE SERVICE DIRECTOR, DEMOCRATIC SERVICES &
COMMUNICATION**

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Consultation questions

National transport delivery plan: 2022 to 2027

Question 1:

Do you think the plan will have a positive impact on the Welsh Government targets for creating modal shift to more sustainable forms of transport?

- very positive
- positive
- neutral
- negative
- very negative

Question 2:

Do you think the plan will have a positive impact on the Welsh Government targets for reducing greenhouse gas emissions from transport?

- very positive
- positive
- neutral
- negative
- very negative

Question 3:

To what extent, within the funds available, do you think the plan will meet the headline 5-year priorities set out within Llwybr Newydd: The Wales Transport Strategy 2021?

- fully
- partially
- in a limited way
- not at all
- unsure

Question 4:

To what extent, within the funds available, do you think the plan will meet the well-being ambitions set out within Llwybr Newydd: The Wales Transport Strategy 2021?

- fully
- partially
- in a limited way
- not at all
- unsure

Question 5:

To what extent, within the funds available, do you think the plan will meet the 5-year priorities set out within each of the modes and sectors mini-plans in Llwybr Newydd: The Wales Transport Strategy 2021?

- strongly agree
- agree
- neutral
- disagree
- strongly disagree

Question 6:

Do you think the plan provides the right balance between the modes and sectors to meet the Welsh Government ambitions set out in Llwybr Newydd: The Wales Transport Strategy 2021?

Question 7:

Do you think the Integrated Sustainability Appraisal Report identifies the most important sustainability issues relating to the plan?

Question 8:

Do you have any further feedback or comments on the plan?

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2022/23

CLIMATE CHANGE, FRONTLINE SERVICES & PROSPERITY SCRUTINY COMMITTEE

29 SEPTEMBER 2022

CIL ANNUAL MONITORING 2021/22

REPORT OF THE DIRECTOR OF PROSPERITY AND DEVELOPMENT

Author: Jim Bailey, Head of Planning

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to seek Committee's comments to be forwarded onto Cabinet in respect of the contents of the CIL Annual Monitoring Report and the proposed changes to the Regulation 123 List.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that Members:

- (1) Endorse the CIL Annual Monitoring Report (Appendix A).
- (2) Endorse the Regulation 123 List (Appendix B) for publication on the Council website for a period of 28 days and consultation as set out in paragraph 5.6.
- (3) Endorse the subsequent adoption of the Regulation 123 List if no adverse comments are received.

3.0 REASONS FOR RECOMMENDATIONS

- 3.1 To enable the Council to continue to operate a Community Infrastructure Levy in accordance with the statutory regulations.

4.0 BACKGROUND

- 4.1 The Community Infrastructure Levy Regulations 2010 (as amended) require the Council to produce an **annual report detailing CIL income and expenditure** (Appendix A). Set out in paragraph 5.2 below is the details of the seventh of these annual reports since the Council introduced CIL in December 2014.

- 4.2 The Community Infrastructure Levy Regulations 2010 (as amended) also require the Council to publish an Infrastructure List (known as the Regulation 123 List). The List should set out the infrastructure, which the Council considers it is likely to apply CIL revenue to.
- 4.3 At the meeting of the Cabinet held on 23 July 2015, Members agreed the process for formulating, monitoring and revising the Regulation 123 list, which includes that the relevant Scrutiny Committee/Group review the operation of the list and consider the annual 123 list and annual CIL financial monitoring report and make recommendations to Cabinet where appropriate.

5.0 MATTERS FOR CONSIDERATION

CIL INCOME & EXPENDITURE

- 5.1 The Regulations require that CIL income must be split into three parts:
- 80% to be applied to infrastructure to support growth of the Council's area (known as the 'Strategic CIL' and is to be spent on items on the Regulation 123 List).
 - 15% to be passed to the Community/Town Council in whose boundary the development that paid CIL is located for the provision of local infrastructure improvements of other measures that support the development of the area.
 - 5% to be applied towards implementation and ongoing administration.
- 5.2 The total CIL income received in 2021/22 was £844,935.68
- 80% as Strategic income = £225,670.78 *
 - 15% Local income = £554,304.00
 - 5% Administration income = £64,690.90

*(*80% Strategic income is less than the 15% Local income due to the amount being off-set against the infrastructure balance until the cost of the new primary school at the Llanilid development has been met.)*

Strategic income carried forward from 2020/21 was £792,676.92
Balance of strategic CIL income £1,018,347.70

- 5.3 The **annual monitoring report** at Appendix A provides a breakdown of the CIL receipts received and the distribution of 15% of CIL receipts to Community/Town Councils.
- 5.4 There has been no expenditure of Strategic CIL income to date however, Cabinet agreed on 20th September 2018 to spend £395,000 of Strategic CIL on Ffynnon Taf Primary School. The project will include a new build extension (4 classrooms and a hall) and refurbishments to the current school buildings for school and community use. The £395,000 Strategic CIL money was proposed to be spent by the end of 2020/21, however, due to a delay the funds will be spent by September 2022.

THE REGULATION 123 LIST

5.5 It is proposed that there are no amendments to the **Regulation 123 List** (considered at Cabinet on the 23 September 2021). The list proposes highway and education projects that support and mitigate the growth anticipated through the Council's Local Development Plan. The proposed List is set out in Appendix C.

5.6 It is recommended that Cabinet approve the **Regulation 123 List** (Appendix B) for publication on the Council web-site for 28 days and if there are no adverse comments received then the 123 List can be adopted. It is further recommended that the notification of the consultation be sent to all elected Members, Town and Community Councils and to the Members of the Council's Developers Forum.

6.0 EQUALITY AND DIVERSITY IMPLICATIONS – SOCIO-ECONOMIC DUTY

6.1 There are no direct implications as a result of this financial report, however, the equality and diversity implications of any infrastructure schemes that will be funded by CIL will be considered in the development of those projects.

7.0 CONSULTATION / INVOLVEMENT

7.1 As set out in paragraph 5.6 above.

8.0 WELSH LANGUAGE IMPLICATIONS

8.1 There are no direct implications as a result of this financial report, however, the Welsh Language Impact Assessment of any infrastructure scheme that will be funded by the CIL will be considered in the development of those projects.

9.0 FINANCIAL IMPLICATION(S)

9.1 No additional budget requirements and the CIL receipts and spend for the year 2021/22 is set out at Appendix A.

10.0 LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

10.1 The report and appendices have been prepared in accordance with the Community Infrastructure Levy Regulations 2010 (as amended).

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

- 11.1 Infrastructure funded through CIL will support the Building a Strong Economy and Creating Neighbourhoods Where People are Proud to Live and Work priorities in the Corporate Plan.

12.0 STRATEGIC OR RELEVANT TO ELECTORAL WARDS

- 12.1 Successful implementation of the Regulation 123 list will be relevant to electoral wards.

13.0 CONCLUSION

- 13.1 The Regulation 123 List is considered appropriate to assist in funding schemes that support growth in the County Borough.

Other Information: -

***Relevant Scrutiny Committee
Climate Change, Frontline Services and Prosperity Scrutiny Committee***

Contact Officer: Leanne Lott (01443) 281114



rhondda cynon taf

community infrastructure levy

ardoll seilwaith cymunedol

Regulation 62
Monitoring Report 2021/22

Regulation 62 – Monitoring Report 2021/22

Background

Rhondda Cynon Taf (RCT) Council's Community Infrastructure Levy (CIL) Charges took effect on 31 December 2014 and the Council is both a CIL Charging and a CIL Collecting Authority. Regulation 62 of the CIL Regulations 2010 (as amended) requires CIL Charging Authorities to produce an annual report detailing CIL income and expenditure. This is Rhondda Cynon Taf's **seventh** annual report covering the period 1 April 2021 to 31 March 2022.

Allocation of CIL

CIL income is required to be allocated as follows:

- Up to 5% of CIL can be applied towards implementation and ongoing administration
- 15% of CIL (excluding surcharges) is passed to the Community/Town Council in whose boundary the development that paid the CIL is located, for the provision of local infrastructure improvements or other measures to support the development of the area (referred to as local CIL).
- 80% of CIL is to be applied to strategic infrastructure to support the growth of the CIL Charging Authority's area (referred to as Strategic CIL).

Total CIL Income

Total CIL income in 2021/22 was £844,935.68

Details of each CIL receipt and how it is apportioned is attached at Appendix A.

Strategic 80% (to be spent on items on Regulation 123 List)

Strategic Income in 2021/22 was £225,670.78 *

Strategic income carried forward from 2020/21 was £792,676.92

Balance of Strategic CIL income £1,018,347.70

Local 15%

Local CIL income in 2021/22 was £554,304.00*

Rhondda Cynon Taf has 12 Community/Town Council areas, which are: Gilfach Goch, Hirwaun, Llanharan, Llanharry, Llantrisant, Llantwit Fardre, Pontyclun, Pontypridd, Rhigos, Taffs Well, Tonyrefail and Ynysybwl

Local CIL (15%) income received between 1st April 2021 and 30th September 2021 was £240,309.91 passed to the relevant Community/Town Council in October 2021.

£313,994.09 was received between 1st October 2021 and 31st March 2022. £160,133.52 was passed to the relevant Community/Town Council in April 2022.

The charging authority has agreed that the balance of £153,860.57 that was to be paid to Llanharan Community Council in April 2022 will be deferred. This payment is in relation to Planning Application 19/1082/16.

Balance for areas where there is no Community/Town Council 2021/22 is £2,218.36

The amount passed to each Community/Town Council is set out in Appendix B.

Administration 5%

Administrative Income in 2021/22 was £64,960.90

Administrative income carried forward from 2020/21 was £49,323.17

Balance of Administration Income £114,284.07

*(*80% Strategic income is less than the 15% Local income due to the amount being off-set against the infrastructure balance until the cost of the new primary school at the Llanilid development has been met.)*

CIL carried forward to 2022/23

The amount of CIL carried forward to 2022/23 is set out in the following table:

CIL CARRIED FORWARD	AMOUNT
Strategic CIL	£1,018,347.70
Local CIL	Areas where there is no Town/Community Council £2,218.36 Llanharan Community Council deferred payment of £153,860.57 received in 2021/22
Administrative CIL	£114,284.07

Appendix A –CIL INCOME RECEIVED IN 2021/2022

Date received	Planning Application Reference	Site Address	CIL Charge Development Type	Community/ Town Council	Amount	Strategic	Admin	Local (Community/ Town Council)
15/05/21	18/0736/10	Former Hillside Site, Llantrisant Road, Tonyrefail, CF39 8AX	Zone 2	Tonyrefail	£80,000.00	£64,000.00	£4000.00	£12,000.00
30/05/21	18/0334/16	Land North A473, Llanilid (Phase 1)	Zone 3	Llanharan	£72,865.14	£0	£0	£72,865.14
01/06/21	19/0516/10	Penuel Chapel, High Street, Llantrisant, CF72 8BQ	Zone 3	Llantrisant	£12,085.88	£9668.70	£604.30	£1812.88
03/06/21	18/1423/10	The Meadows, Coedely, Tonyrefail	Zone 2	Tonyrefail	£70,300.62	£56,240.50	£3515.03	£10,545.09
20/09/21	19/1081/16	Land North A473, Llanilid (Phase 2)	Zone 3	Llanharan	£143,086.80	£0	£0	£143,086.80
02/12/21	18/1423/10	The Meadows, Coedely, Tonyrefail	Zone 2	Tonyrefail	£70,300.62	£56,240.50	£3515.03	£10,545.09
07/01/22	20/1410/10	Railway Terrace, Pontyclun	Zone 3	Pontyclun	£24,716.22*	£20,155.48	£1235.81	£3324.93

14/02/22	19/1082/16	Land North A473, Llanilid (Phases 3 and 4)	Zone 3	Llanharan	£204,764.89	£0	£50,904.32***	£153,860.57**
08/03/22	19/1041/10	17A Coedpenmaen Road, Pontypridd, CF37 4LG	Zone 2	Pontypridd	£23,728.74* (£0.50 overpayment)	£19,365.60 (£0.50 overpayment)	£1186.41	£3176.73
16/03/22	19/1081/16	Land North A473, Llanilid (Phase 2)	Zone 3	Llanharan	£143,086.77	£0	£0	£143,086.77
TOTAL	-	-	-	-	£844,935.68	£225,670.78	£64,960.90	£544,304.00

*Regulation 88, surcharges cannot be apportioned to community/town councils and must be split 5% administration and 95% strategic infrastructure.

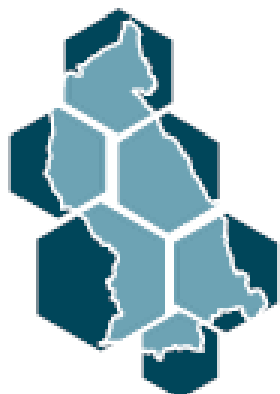
**Regulation 59(D) specifies that the charging authority and the local council are able to agree a timetable for payment. Llanharan Community Council wishes to defer the payment associated with Planning Application 19/1082/16 Land North A473, Llanilid (Phases 3 and 4) and the charging authority has agreed.

***the 5% admin fee has also been used to off-set against the infrastructure balance until the cost of the new primary school at the Llanilid development has been met. This has now been met and the 5% Admin will be clawed back from the Llanilid payments.

Appendix B – CIL INCOME LOCAL INFRASTRUCTURE COMMUNITY/TOWN COUNCILS

Community/Town Council	15% received in 2021/22 to be passed to local council	Amount paid in October 2021	Amount paid in April 2022	Balance c/f
Gilfach Goch	£0	£0	£0	£0
Hirwaun	£0	£0	£0	£0
Llanharan	£512,899.28	£215,951.94	£143,086.77	£153,860.57
Llanharry	£0	£0	0	£0
Llantrisant	£1812.88	£1812.88	£0	£0
Llantwit Fardre	£0	£0	£0	£0
Pontyclun	£3324.93	£0	£3324.93	£0
Pontypridd	£3176.73	£0	£3176.73	£0
Rhigos	£0	£0	£0	£0
Taffs Well	£0	£0	£0	£0
Tonyrefail	£33,090.18	£22,545.09	£10,545.09	£0
Ynysybwl	£0	£0	£0	£0
Non-Community Council/Town Council area	£0	£0	£0	£2,218.36 (carried forward from 19/20) to be spent in Aberaman South Ward
Total	£554,304.00	£240,309.91	£160,133.52	£156,078.93

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Regulation 123 List of Infrastructure
List Updated September 2022

In accordance with the requirement of Community Infrastructure Levy Regulations 2010 (as amended) the following table comprises the Rhondda Cynon Taf County Borough Council Infrastructure List. The list includes the infrastructure the Council considers it is likely to apply Community Infrastructure Levy (CIL) revenue to:

Education Projects:

- New/additional education provision to serve the land at Mwyndy / Talbot Green;
- New/additional education provision to serve Trane Farm, Tonyrefail;
- New/additional education provision to serve Taffs Well
- New/additional education provision at the former open cast site north of A473, Llanilid

Transportation Projects:

- Provision of the A473/A4119 Talbot Green to Ynysmaerdy Relief Road;
- A4119/A4093 roundabout, Tonyrefail – signalised junction and active travel improvements
- Llanharan By-pass
- Cynon Gateway (A465)
- South Coed Ely Link Dualling - upgrade the A4119 between Talbot Green and Coedely to dual carriageway standard
- A4119 Castell Mynach signalised junction
- Llanharan Community Route – Construction of new active travel routes
- Trefforest Industrial Estate – Construction of new active travel routes
- Trefforest Industrial Estate - New Railway Station
- Aberdare – Hirwaun extension of passenger rail services
- A473 between Tonteg roundabout and Upper Boat Roundabout

Please note:

The Regulation 123 list is not prioritised and projects can be added to the list or removed at the discretion of the Council, subject to appropriate consultation.

The inclusion of a project or type of infrastructure on the list does not signify a commitment from the Council to fund (either in whole or part) the listed project or type of infrastructure. The order of the list does not imply any preference or priority

Infrastructure not contained within the Regulation 123 List may be required by developer contributions or in-kind via a section 106 agreement. Such contributions will accord with Regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010

Community Infrastructure Levy (CIL) Consultation

Background

Rhondda Cynon Taf County Borough Council is a Community Infrastructure Levy (CIL) Charging Authority. Since its CIL charges took effect on 31st December 2014, it has published a Regulation 123 list on its web-site.

The Regulation 123 list is a list containing infrastructure projects that may be fully or partly funded by CIL.

There are no proposed changes to the Council's Regulation 123 list as set out in the following table:

Infrastructure Requirement	Proposed Amendment	Reason For Amendment
Education Projects:		
New/additional education provision to serve the land at Mwyndy / Talbot Green;	To remain unaltered	N/A
New/additional education provision to serve Trane Farm, Tonyrefail	To remain unaltered	N/A
New/additional education provision to serve Taffs Well	To remain unaltered	N/A
New/additional education provision at the former open cast site north of the A473, Llanilid	To remain unaltered	N/A
Transportation Projects:		
Provision of the A473/A4119 Talbot Green to Ynysmaerdy Relief Road	To remain unaltered	N/A
A4119/A4093 roundabout, Tonyrefail – signalised junction and active travel improvements	To remain unaltered	N/A
Llanharan By-Pass	To remain unaltered	N/A
Cynon Gateway (A465)	To remain unaltered	N/A
South Coed Ely Link Dualling - upgrade the A4119 between Talbot Green and Coedely to dual carriageway standard	To remain unaltered	N/A

A4119 Castell Mynach signalised junction	To remain unaltered	N/A
Llanharan Community Route – Construction of new active travel routes	To remain unaltered	N/A
Trefforest Industrial Estate – Construction of new active travel routes	To remain unaltered	N/A
Trefforest Industrial Estate – New railway station	To remain unaltered	N/A
Aberdare – Hirwaun extension of passenger rail services	To remain unaltered	N/A
A473 between Tonteg Roundabout and Upper Boat Roundabout	To remain unaltered	N/A



RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2022/23

CLIMATE CHANGE, FRONTLINE SERVICES & PROSPERITY SCRUTINY COMMITTEE

29 SEPTEMBER 2022

UPDATE REPORT ON THE ELECTRIC VEHICLE CHARGING STRATEGY, “IMPLEMENTATION PLAN”

REPORT OF THE DIRECTOR OF CORPORATE ESTATES IN DISCUSSION WITH THE CABINET MEMBER FOR CLIMATE CHANGE & CORPORATE SERVICES

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

1. PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to seek Committee’s comments to be forwarded onto Climate Change Cabinet Sub Committee, in respect of the contents Electrical Vehicle Charging ‘Implementation Plan’ and associated ‘Action Plan’.

2. RECOMMENDATIONS

It is recommended that Members:

- 2.1 Endorse the Implementation Plan and Associated Action Plan for submission to the next Climate Change Cabinet Sub Committee.

3. REASONS FOR RECOMMENDATIONS

- 3.1 To enable the completion of the final stages in the development and publication of the Council’s Strategy and Implementation Plan for Electric Vehicle Charging.

4. BACKGROUND

- 4.1 In April 2021 the Electric Vehicle Charging and Transportation Sub 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 2021 and 2022.
- 4.2 The initial task of the group was 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 piece of work was the development of a Strategy to cover the future of EV charging infrastructure. This lays out the aspirations of the Council and sets the scene for future development of EV Charging that is under our remit. This Strategy was presented to the Overview and Scrutiny Committee on 9 December 2021 and was then published on the Council's website in January 2022.
- 4.4 Following the publication of the Strategy, work continued on an Implementation Plan in consultation with all relevant service areas and the wider working group. Officers have been engaged in the development of both the Implementation Plan itself and other supporting documents, which will be appended to the Implementation Plan.
- 4.5 In the Overview and Scrutiny meeting held on 9 December 2021, it was agreed that the Implementation Plan would be presented for pre-scrutiny prior to it going forward for approval. The Implementation Plan is now due to be presented to the Climate Change Cabinet Sub Committee on 3 October 2022 and pre-scrutiny comments are welcomed.

5.0 MATTERS FOR CONSIDERATION

- 5.1 Whilst the purpose of the Strategy is to inform and set out the Council's aspirations, the Implementation Plan is intended to provide further guidance and advice on the requirements for the development of electric vehicle charging infrastructure, across the County Borough, including:
 - The Public
 - The Council's Fleet
 - Other Service Areas
 - Community Groups
 - Businesses
 - Staff Charging Facilities
- 5.2 The Implementation Plan (Appendix 'A') also comprises an 'Action Plan' (Appendix 'B') which states clear goals for the Council to aspire towards, including short, medium and long-term targets in the transition to the use of electric vehicles. This is a 'Public Facing' Action Plan (in PDF format) and the milestones contained therein are linked to the Council's 'Climate Change Strategy'. The Council will use this to monitor improvements in the delivery of charging infrastructure by providing updates on progress against the Action Plan. This will include:

- The number of electric vehicle charge points installed across the County Borough.
- The number of ULEV owned across the County Borough.
- The proportion of electric vehicles within the Council's owned fleet.
- The number of enquiries from members of the public regarding EV charge point installations.

5.3 The Group have also compiled an accompanying 'Internal Delivery Plan' (IDP), which has been approved by the Council's Senior Leadership Team and is retained for internal use with actions identified across Service Groups. The purpose of the IDP is to support the other two documents in providing actions and milestones for all Service Areas of the Council, with the named Officers and Service Areas responsible for the delivery of each task / milestone clearly identified.

5.4 In support of delivering the 'Ambitions' set out within the published 'EV Charging Strategy', the commitments set out in the Council's Climate Change Strategy and the successful roll out of charging infrastructure across the County Borough, the IDP details the following information:

- Action description
- Action reference number
- Sub-action/ Milestone
- Sub-action/ Measure reference number
- Delivery Date
- Responsible Service Area
- Accountable Officer
- Service Area Responsible

5.5 The Council recognises the need to establish a recommended order of processes that installers should follow in the delivery of charging infrastructure. As such, these steps will be identified and summarised in the form of a Delivery Model applicable to off-street charging. Using this model will ensure the necessary processes are adhered to in supporting the delivery of charging infrastructure across the County Borough. In conjunction with this, a Pre-Installation Checklist of questions to consider will be developed with the aim of guiding installers through the installation process and whilst this is included as a milestone in the Delivery Plan, it is already substantially developed, and an example of what this may look like is included in Appendix 'C'.

6. EQUALITY AND DIVERSITY IMPLICATIONS/SOCIO-ECONOMIC DUTY

6.1 A Socio-Economic Impact Assessment was completed in the development of the Council's EVC Strategy and as the Implementation Plan is a supporting document to the main document (already published) the commitments made therein equally apply.

7. WELSH LANGUAGE IMPLICATIONS

7.1 A Welsh Language Impact Assessment was completed in the development of the Council's EVC Strategy and as the Implementation Plan is a supporting document to the main document (already published) the commitments made therein equally apply.

8. CONSULTATION / INVOLVEMENT

- 8.1 There are no further consultation requirements at present with regards to this supporting report.

9. FINANCIAL IMPLICATION(S)

- 9.1 There are no current financial requirements at present with regards to this supporting report.

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 Any future actions that arise as a result of these plans will take full regard to the seven national wellbeing goals.

12. STRATEGIC OR RELEVANT TO ELECTORAL WARDS

- 12.1 Publication of the Electrical Vehicle Charging 'Implementation Plan' and associated 'Action Plan', will be relevant to all electoral wards.

13. CONCLUSION

- 13.1 The work underway on the completion of the Strategy and Implementation Plan for Electrical Vehicle Charging should be recognised as an essential element of the Council's wider Carbon Reduction commitments.
- 13.2 The Group's work on the Implementation and Action Plan should continue to its conclusion via submission to the Climate Change Cabinet Sub Committee.

Other Information: -

Appendices are as follows:

Appendix 'A': Implementation Plan

Appendix 'B': Action Plan (Public Facing)

Appendix 'C': Pre-Installation Checklist (Example Only)

Contact Officers:

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Rhondda Cynon Taf County Borough Council

Electric Vehicle Charging 'Implementation Plan'

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1.0 Introduction and Context

1.1 Introduction

Rhondda Cynon Taf County Borough Council is committed to promoting and, where appropriate, enabling a comprehensive charging network, by increasing the provision of electric vehicle charging points across the County Borough.

As such, it is the intention of this Electric Vehicle Charging Implementation Plan and subsequent Internal Delivery Plan and Public Facing Action Plan to set out the Council's expectations for the increased provision of charging infrastructure across the County Borough. The documents will provide information, advice, and guidance to potential developers on the installation planning process for different site types, with a primary focus on off-street charging locations across the County Borough.

1.2 Our Vision and Objectives

The EV Charging Implementation Plan has been produced following the publication of an [Electric Vehicle Charging Strategy](#). The Strategy identifies desired outcomes and aspirations which aim to coordinate a County Borough wide approach to promote and encourage the development of a robust electrical vehicle charging network in the short, medium, and long term. The purpose of this Implementation Plan is to set out how the Council intends to support the delivery of charging infrastructure across the County Borough and recommends the short, medium, and ongoing actions required, as highlighted in Figure 1, see Appendix. The Implementation Plan is based on the ten ambitions clearly stated within the Electric Vehicle Charging Strategy, see Appendix Figure 2.

It is the aim of the Implementation Plan to:

- Identify key themes to support the Council's delivery of charging infrastructure across the County Borough.
- Provide guidance and advice on best practice to develop a comprehensive network of electric vehicle charge points that both responds to existing demand for EV infrastructure and provides for and accelerates the uptake of electric vehicles in the future.
- Establish a clear set of actions to drive the delivery of the Council's EV Charging Ambitions set in figure 2.

2.0 Delivery of EV Charging Infrastructure

There is a need to scale up the EV charging infrastructure significantly to enable the growth of electric vehicle ownership. Whilst the clear ambition would be to have EV charging facilities in every area of the County Borough, the short term rollout of EV chargers will initially focus on the installation of charging infrastructure at off-road destination sites. Under the [Cardiff Capital Region Transport Authority \(CCRTA\)](#), the Council is in the process of installing publicly accessible charge points at 31 Council car parks.

The Council recognise the need to establish a recommended order of processes that installers should follow in the delivery of charging infrastructure. As such, these steps will be identified and summarised in the form of a Delivery Model applicable to off-street charging. Using this model will ensure the necessary processes are adhered to in supporting the delivery of charging infrastructure across the County Borough. In conjunction with this, a Pre-Installation Checklist of questions to consider will be developed to guide installers through the installation process.

This Implementation Plan identifies five key themes to set out the considerations that should be made when installing charging infrastructure, see sections 2.1 to 2.5. These themes will be used to inform the development of the Delivery Model and Pre-Installation Checklist.

2.1 Site Selection

An analysis of site suitability will need to take place when assessing locations for EV charging installations to ensure each site meets the crucial requirements. Key considerations that should be made in assessing site suitability include target use, the current provision of charge points in the area, accessibility, and parking bay availability.

2.1.1 Baseline Review of Current Charging Provision and Opportunities for Expansion

The expected growth rate in Ultra Low Emission Vehicle (ULEV) ownership throughout the UK, Wales, and RCT emphasises the need to increase charging provision across the County Borough to match demand. To set a baseline, a mapping exercise will be undertaken to set out the locations of EV charge points both installed and pending across Rhondda Cynon Taf. The map will be used to inform potential developers of the current provision of charging infrastructure to help identify potential future EV charge point locations.

In addition, the Council is working with the Cardiff Capital Region Transport Authority to roll out charge points at Council-owned car parks across the County Borough. Figure 3, see appendix, illustrates a summary of the current schemes that are delivering EV charge points across the County Borough. This includes the Cardiff Capital Region Transport Authority, new school developments, Council fleet depots, and non-domestic buildings.

2.1.2 Identification of available funding sources

The [Office for Zero Emission Vehicles \(OZEV\)](#) has a set of grant funding schemes that may be available to help cover the costs of purchase and installation of EV charging infrastructure. The funding schemes available, as of August 2022, are summarised in Figure 4, see appendix.

2.2 Site Design & Accessibility

There are several considerations that should be made in the design and layout of the charge point, parking bay, and additional infrastructure to ensure safety, accessibility, and ease of use.

2.2.1 Public Charging at Council-Owned Car parks

Destination charging, primarily within Council-owned car parks and other sites including Leisure Centres, Parks, and Cultural attractions, is expected to play a key role in the future provision of charge point infrastructure. Car park charging will provide one of the most expedient ways for users to charge their vehicles. It is the Council's ambition to examine and assess its portfolio of Council-owned land, to encourage the rollout of EV charging infrastructure on current assets, and maximise availability and accessibility, eliminating the barriers to electric vehicle uptake.

The installation of charge points in all new public car park developments should permit compliance with accessibility standards set out by the Department for Transport (DfT) in partnership with [Motability](#). The new BSI PAS:1899 Accessibility Standard for EV Charging Infrastructure is expected to be launched in Autumn 2022. PAS 1899:2022 is a new specification on accessible public charge points for electric powered vehicles. It covers the design and placement of charge points, including the location spacing and surrounding environment, as well as the information, signals and indicators to be provided. Accessibility is not restricted to the disabled as it will also include non-driving less-abled people who need to use the charging points and the ageing population in the UK.

The provision of sufficient signage and parking bay markings should be considered to raise public awareness, and to ensure the parking bays are reserved for the use of electric vehicles only. When installing signage, a decision will have to be made on the specified time allowance for vehicles to park within the bay. Following the delivery of this Implementation Plan, a set of best practice guidance will be produced to guide the appropriate installation of charging infrastructure.

2.2.2 School Carpark Charging

Under Policy 12 of [Future Wales: The National Plan 2040](#), all new schools are required to include a minimum of 10% of all parking spaces for EV charging. In addition, the Council will be investigating all other school car parks to determine their suitability for retrofitting EV charging facilities. Whilst these EV charging units will predominantly be used by school vehicles e.g. minibuses and by school staff, there is the potential for these charging units to be made available for residents to use outside of school opening hours. However, this presents a challenge in that allowing public access to the charging units, school buildings, and grounds must also be kept secure. There may be a potential to develop a more open, 'outer cordon' where the charging units are located and a securer 'inner cordon' protecting the school pupils and buildings.

2.2.3 Visitor, Customer and Workplace charging at Private, Third Sector and Council Sites

The UK Government is supporting the rollout of workplace charging by subsidising the cost of installing EV charging units through the Workplace Charging Scheme. [Planning Policy Wales 11](#) (PPW11) sets out the Welsh Government's expectation that the planning system should encourage the provision of ULEV charging points as part of any new development. For non-residential, new, and substantially refurbished developments, there is a minimum requirement for 10% of parking spaces to have provision for EV charging.

The transition of the Council Fleet to ULEV domination will require the availability of charging infrastructure near to where vehicles are stored, for example within depots. The Council's plan to transition from an Internal Combustion Engine, (ICE), fleet to an Ultra-low Emissions Vehicles, (ULEV), fleet over the next 6 years will be facilitated in line with the ULEV Transition Plan.

Whilst the Council fleet will predominantly be charged overnight, the Council will consider the feasibility of allowing staff to use the charge points during the working day where this is deemed both practicable, safe, and secure. While recognising that there may be good opportunities to provide charge points on Council land, there are also considerable challenges, not least the capacity of the local electricity supply network and the need for an ongoing maintenance regime, to ensure all charging units are in a safe and usable condition.

2.2.4 Residential Charging

Welsh Government planning requirements have been updated to ensure that all new domestic properties with off-street parking must be EV charging ready, i.e. that the electrical connections are already available in the property, although it will be for new homeowners to decide when to install the actual charging units.

Rhondda Cynon Taf, like most of South Wales, is broadly characterised by rows of terraced housing and narrow congested roads and thus presents challenges when deciding how to guide the expansion of the EV charging network. Installers should consult with Sections [162](#), [133](#) and [152](#) of the Highways Act for further information relating to the legal position an individual will face when considering residential charging infrastructure.

The Council recognises the importance of providing charging infrastructure throughout the County Borough, in both residential and public locations. As such, the Council will take the necessary steps to ensure that charge point provision is provided in locations with limited opportunities for EV charging at destination sites and will examine the potential opportunities to create charging facilities close to residential areas. This approach will seek to alleviate the issues around accessibility and safety concerns associated with on-street residential charge point installation.

2.2.5 Accessibility and Welsh Language Requirements

As an inclusive Council, we are committed to promoting equality of opportunity and access in all aspects of our activities, including within the area of EV charging provision. In developing and implementing the rollout of charging infrastructure, the Council will ensure it meets its obligations under the [Equality Act 2010](#) and [Welsh Language \(Wales\) Measure 2011](#) and make decisions with due regard to the need to eliminate unlawful discrimination and advance equal opportunity.

2.3 Initial Electrical Installation

The Council recognises that the electrical capacity across the County Borough is varying in quality and strength. As such, the ability to rollout charging infrastructure is ultimately dependent on the capacity of the local electricity network to support it. The Council will ensure early engagement with Western Power Distribution (WPD) to determine the sufficiency of grid capacity and the cost implications of upgrading the network if needed. The

Council will also assess its potential for the development and utilisation of renewable energy generation across its estate in providing power for charging hubs.

2.3.1 Active and Passive Charge Point Provision

When choosing the type of charge point technology to install at the chosen site, installers should also consider the scalability of charging technology, along with their associated costs. Typically, installers will have to assess the suitability of installing an active or passive charge point. Active charging points are fully wired and connected, complete with the required electrical capacity and are ready to use to charge any given vehicle at designated parking bays. Passive charging points have the necessary infrastructure provision in place to ensure the simple installation and activation of a charging point at a future date. Arrangements that must be made in advance of designating a space for passive EV charging use, should include the necessary underlying infrastructure, such as capacity in the local electricity distribution network, cable highways to the parking bay(s), and other such considerations.

2.4 EV Charging Unit

2.4.1 Charging Type Suitability

Considerations should be given to the usage and purpose of the site when choosing the appropriate charging infrastructure to install. Information on the different speeds of charge points is provided in Figure 5, see Appendix. It is expected that fast charge points will become the standard for charging infrastructure across the County Borough due to their suitability for charging across a large range of site types, together with electrical supply network issues. This Implementation Plan does not consider the use of trickle and slow charging infrastructure in the roll out across the County Borough as their slow charging speeds render them largely unsuitable for public charging use.

2.4.2 Analysis of Cost

All costs related to the supply, installation, operation, and maintenance of the charge point infrastructure will need to be considered and appropriately resourced. The estimated costs per EV charge point for a range of vehicles referenced throughout the Strategy and Implementation Plan are presented in Figure 6, see Appendix. In addition to the cost per charge point further costs will be accrued for the charger management system, annual maintenance, protective bollard or kerbs, groundworks and signage and potential network upgrades of the site's maximum import capacity (kVA).

2.5 Operation & Security

2.5.1 Council Enquiries Contact

The Council will establish a single point of contact for all enquiries relating to the installation of charge points on Council-owned land (EVCharging@rctcbc.gov.uk). Furthermore, the Council will assess the need for additional resources within the Council's staffing structure to aid the delivery of EV charging infrastructure.

Security is of paramount importance to the rollout of charging infrastructure to ensure security and wellbeing. As such, all installations should consider and implement appropriate CCTV coverage of the area, sufficient lighting to ensure visibility during poor weather and at

night and the availability of a helpline to enable all users of the charge point to seek help and support if needed.

3.0 Diverse Charging Opportunities

Though the Council is not directly responsible for the operation of bus, minor vehicle and car club transport, the Council hopes to continue to engage with partners in aim of realising all available funding opportunities and facilitating the growth in charge point provision across the County Borough.

3.1 Taxi Charging

Taxis (Hackney Carriages and Private Hire Vehicles) in RCT are licensed by Rhondda Cynon Taf County Borough Council as the Licensing Authority. The Council will support the work carried out by the Cardiff Capital Region Transport Authority (CCRTA) to establish a charging network for electric taxis across the region, The Council will work in partnership to identify key locations where the most advantageous charge points can be installed to facilitate the usage of EVs by taxi operators.

3.2 Bus Charging

Although the Council does not operate any public service buses, the Council will periodically consult with local bus operators, should the need arise for charging points at our principal bus stations. As a Council, we will also work with contractors providing outsourced services such as home to school transport to ensure sufficient charging infrastructure is provided, should the need arise. We will continue to review technological advancements in partnership with bus operators, Government, and industry to develop a vision for a clean bus fleet that is commercially feasible and sustainable.

3.3 Minor Vehicles

This section will relate to the charging of E-Motorcycles, E-Mopeds, E-Bicycles and Mobility scooters. Some E-Motorcycles and E-Mopeds have the potential to recharge at public charging stations using Slow (3 – 7 kW) units. However, E-Bicycles and mobility scooters are limited in that they can only be recharged using a standard 3-pin socket and cannot use public charging stations.

The Council will ensure that consideration is given to all modes of Minor Vehicle transportation by investigating options to provide indoor public charging facilities for the detachable batteries only. This would require that the vehicles (E-Bikes and Mobility Scooters) be parked up and secured as normal whilst battery charging facilities are made available within publicly accessible buildings or sites, (e.g. public libraries or parks buildings).

3.4 Car Clubs

The Council will continue to work with the Cardiff Capital Region City Deal (CCRCD) Team to support the development of EV Car Clubs in Rhondda Cynon Taf. The encouragement of such schemes will enable positive socio-economic benefits by increasing access to electric vehicles for those who do not have the means or inclination to purchase one. The Council will also consider the opportunity of such Car Clubs amongst its grey fleet.

4.0 Public Facing Action Plan

In support of delivering the 'Ambitions' set out within the EV Charging Strategy, see figure 2, the commitments set out in the Council's Climate Change Strategy, and the successful rollout of charging infrastructure across the County Borough, a Public Facing Action Plan and an Internal Delivery Plan have been developed.

The purpose of the Public Facing Action Plan will be to establish actions and measures which will be used to monitor improvements in the delivery of charging infrastructure throughout the County Borough by providing updates on progress against the Action Plan. This will include:

- The number of electric vehicle charge points installed across the County Borough.
- The number of ULEV owned across the County Borough.
- The proportion of electric vehicles within the Council's owned fleet.
- The number of enquiries from members of the public regarding EV charge point installations.

The purpose of the Internal Delivery Plan is to set out the actions, progress milestones and their expected timeframe for completion, as required by each Service Area of the Council.

The Internal Delivery Plan details the following information:

- Action description
- Action reference number
- Sub-action/ Milestone
- Sub-action/ Milestone reference number
- Delivery Date
- Accountable Officer
- Service Area Responsible

Glossary

Vehicle Types:

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

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

RCV Fleet – Refuse Collection Vehicle.

HGV Fleet – Heavy goods vehicles. A 4-wheeled vehicles constructed for transporting goods. Must have a gross weight of 3.5 tonnes or less.

LGV Fleet – Light goods vehicles. Larger vehicles constructed for transporting goods. Must have a weight greater than 3.5 tonnes.

Battery Electric Vehicles (BEV) - A vehicle that runs entirely on electricity 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.

Grey Fleet – Any vehicles that do not belong to a company or organisation, but which are used for business travel. This may include a vehicle purchased via an employee ownership scheme, a privately rented vehicle, or a privately owned vehicle.

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 which enable 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.

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

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

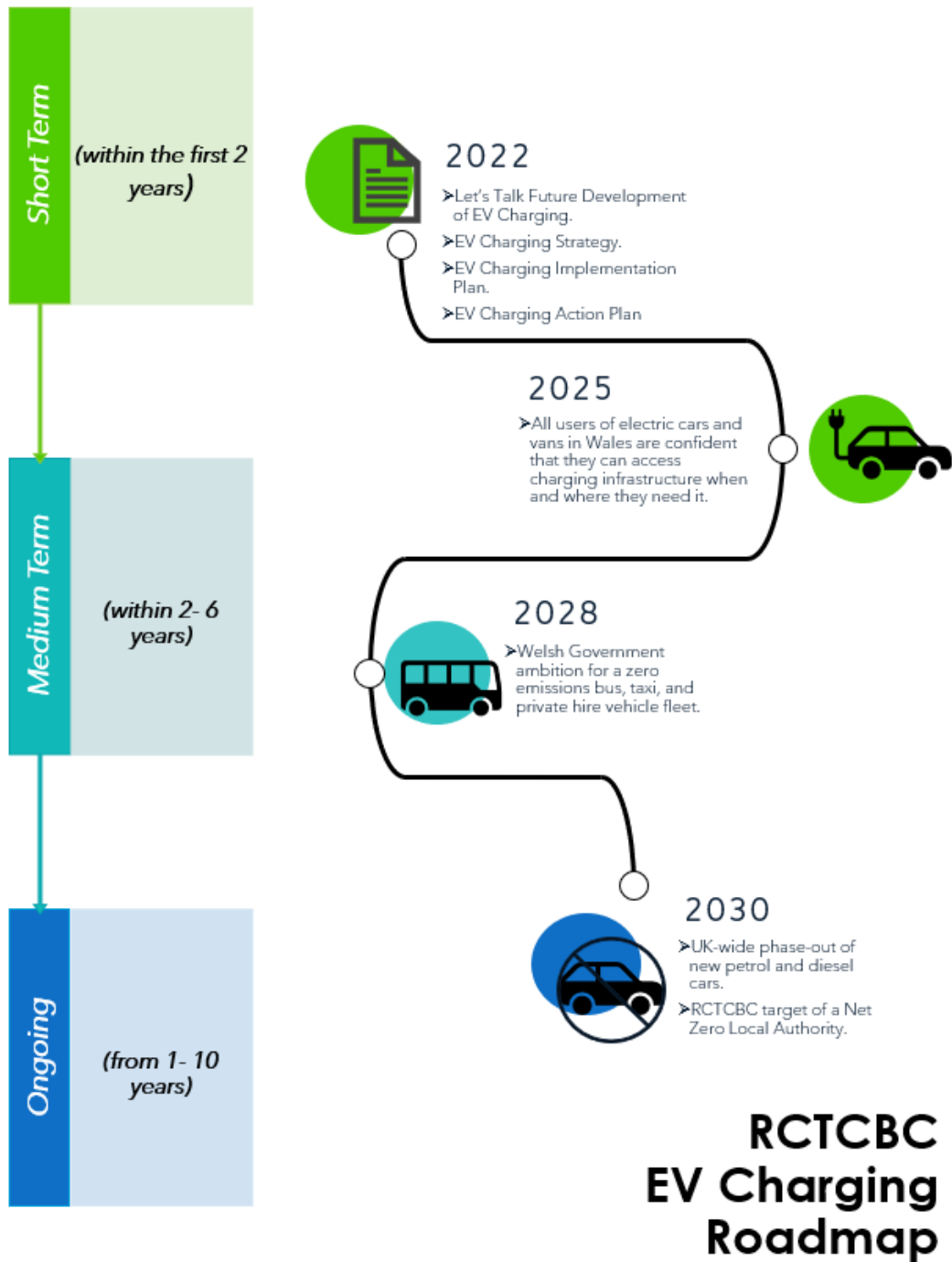


Figure 1: RCTCBC EV Charging Road Map.

EV Charging Strategy Ambitions

Section	Ambition	Priority/ Timescale
A.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.	
A.2	Establish the need for EV Infrastructure by working with partners, where applicable, to secure external funding opportunities and help meet demand.	
A.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.	
A.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.	
A.5	Develop a series of models for funding, deployment, and management.	
A.6	Identify all suitable locations for potential 'Destination Charging' sites.	
A.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.	
A.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.	
A.9	Explore potential opportunities for introduction of car clubs within the County Borough.	
A.10	Transform our fleet towards more sustainable methods of transportation, in a planned and practical way.	



Figure 2: RCTCBC Electric Vehicle Charging Ambitions.

Current EV Charge Point Schemes Utilised by RCTCBC



CCRTA: The CCRTA plan to install public-use EV charging points at 31 publicly accessible car park sites across Rhondda Cynon Taf.

New School Developments: The Council's Local Development Plan requires all new school car parks to provide a minimum of 10% active charging units with the aspiration of installing an additional 10% of passive charging units.



Council Depots: The Council have secured funding from Welsh Government Energy Service (WGES) and aim to focus spending on installing charging units within the Council's depot sites for fleet vehicle charging.

Non-domestic buildings: The Welsh Government's Future Wales Planning Policy Plan 2040 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.



Figure 3: Current schemes delivering EV charge points across Rhondda Cynon Taf County Borough Council.

Funding Schemes

The Office for Zero Emission Vehicles has a set of grant funding schemes that are available to help support the costs of purchase and installation on EV charging infrastructure.

Workplace Charging Scheme (WCS)

This scheme is available to businesses, charities and public sector organisations. Covers 75% of the total costs of purchase and installation at off-street facilities with parking spaces dedicated wholly for staff and/ or fleet vehicle parking.

It will be the responsibility of the Charge Point Owner to maintain the charge point for a minimum of 3 years.

Maximum of £350 per charge point unit.



Maximum of 40 charge point units across all sites per applicant.



Further information available [here](#)

On-Street Residential Charging Scheme (ORCS)

This scheme is available to Local Authorities. Covers 60% of eligible capital costs for on-street EV charge points in locations where residential off-street charging is unavailable.

In areas where on-street charging is difficult to achieve, applications for car park sites owned by the local authority near residential areas will be considered.

Maximum of £13,000 per charge point installation.



Projects with a completion date before 31st March 2023 will be considered.



Further information available [here](#)

Electric Vehicle Charge Point Grant

This scheme is available for flat owner-occupiers and people living in rented properties. Covers 75% of the costs of one charge point for properties with designated off-street parking.

The customer must own a qualifying vehicle.

Maximum of £350 per charge point installation.



Further information available [here](#)

All information provided is correct as of August 2022.

Figure 4: Available Funding Schemes from the Office for Zero Emissions Vehicles (OZEV), as of August 2022.



Assessment of Charging Type Suitability



Fast (7kW)

Approx. Charging Time: 5 hours

Approx. Connection Cost: £1,000 – 3,000

Approx. Connection Lead Time: 4 – 8 weeks

Network & Third Party Considerations: Likely upgrade to service cable and local mains

Appropriate sites include:

- Residential areas
- Domestic premises with off-street parking
- Top-up charging at places of work



Fast (22kW)

Approx. Charging Time: 1.5 hours

Approx. Connection Cost: £3,500 – 12,000

Approx. Connection Lead Time: 8 – 12 weeks

Network & Third Party Considerations: Street works and permissions

Appropriate sites include:

- Car parks
- Places of work
- Domestic premises with off-street parking

Please note: the installation of fast charge points on domestic premises would require a three phase supply or capacity upgrade.



Rapid (43kW+)

Approx. Charging Time: 45 minutes

Approx. Connection Cost: £3,500 – 12,000

Approx. Connection Lead Time: 8 – 12 weeks

Network & Third Party Considerations: Street works and permissions

Appropriate sites include:

- Shops and supermarkets
- Near busy 'A' roads or motorways

Suited to on the go charging and charging at short dwell time locations due to their rapid charging speeds.

Figure 5: An Assessment of Charge Point Type Suitability, Connection Costs and Connection Timescales for Fast (7kW), Fast (22kW) and Rapid (43kW+). Source: [WPD EV Strategy April 2020](#).

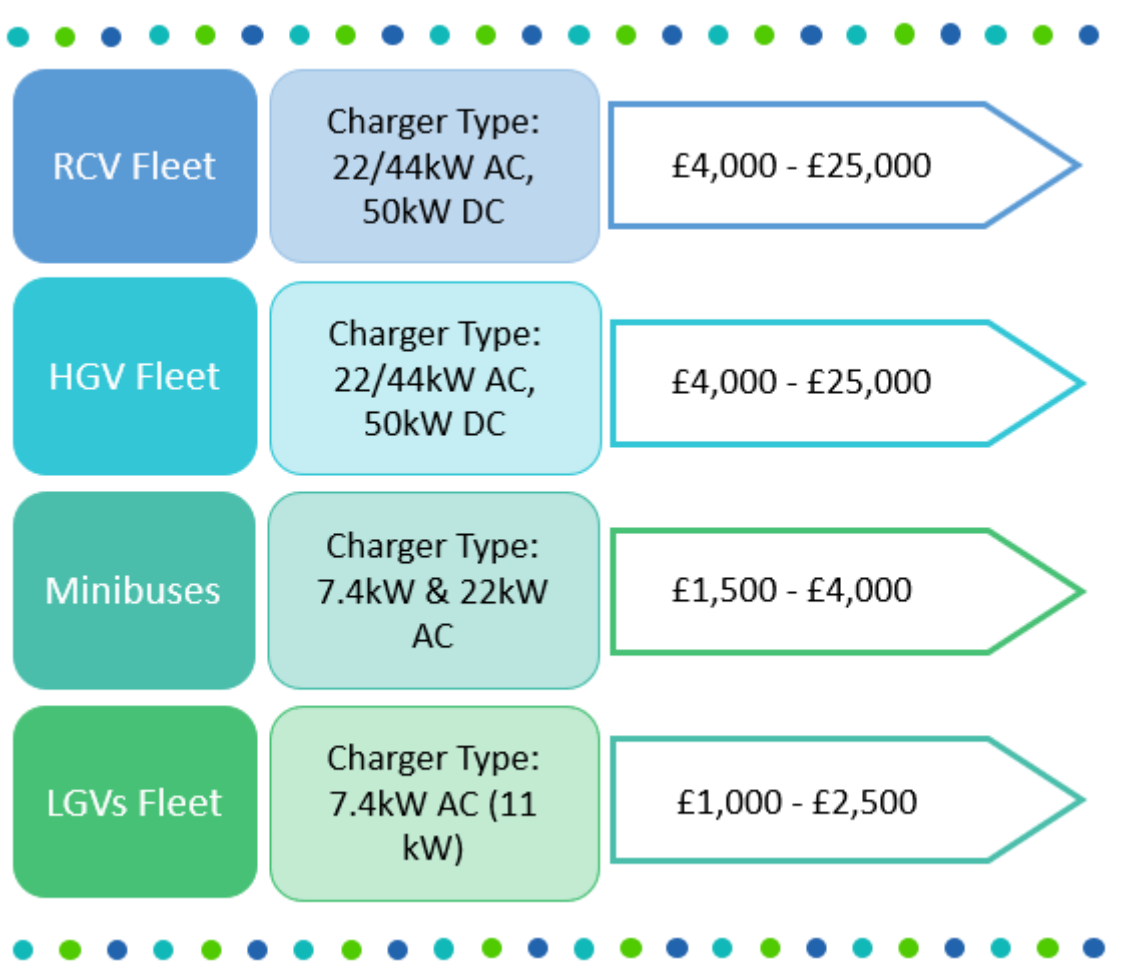
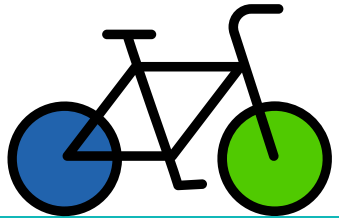


Figure 6: Charge point Cost Estimates per Vehicle Class.

Electric Vehicle Charging Infrastructure Action Plan



Ref #A01

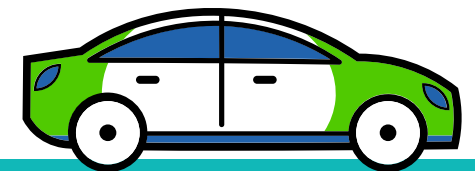
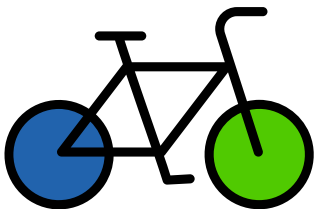
Develop the Council's Electric Vehicle Charging (EVC) Strategy and supporting Implementation Plan, that will accommodate the transport needs of existing and future electric vehicle users.

Timescales



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Ref	MEASURES	Delivery Date	Does this action appear in any another plan/strategy?
	that will help to track this Action	(Month/ Year)	
A01 - M01	Develop the RCT EV Charging Strategy and publish on RCT website.	2022	Climate Change Strategy
A01 - M02	Develop RCT EV Charging Implementation Plan.	2022	
A01 - M03	Develop RCT EV Charging Action Plan to support the Implementation Plan.	2022	



Ref #A02

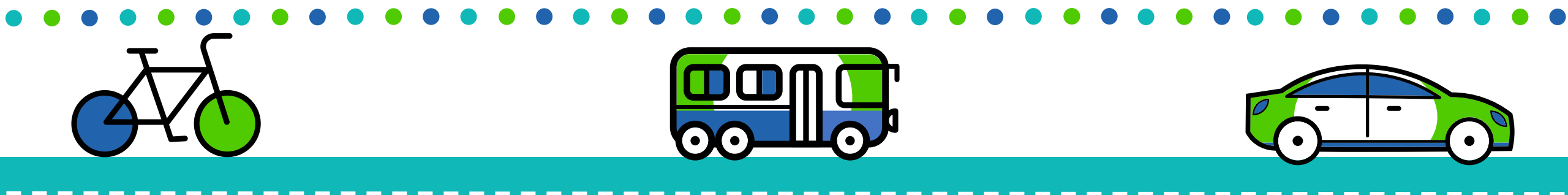
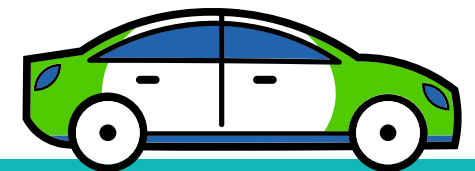
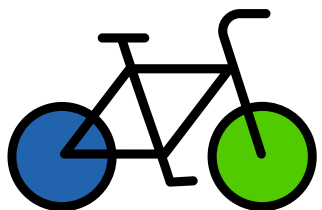
Review the process by which Council fleet vehicles are replaced to ensure that ultra-low emission vehicles are considered as a preference wherever feasible and practicable.

Timescales



Ref	MEASURES	Delivery Date	Does this action appear in any another plan/strategy?
	that will help to track this Action	(Month/ Year)	
A02 - M01	Research and develop a Transition Plan to help meet the Council’s goal of moving toward a ULEV fleet, working with Fleet Management, Corporate Estates, end users and their respective managers and the Council’s Procurement Section.	2023/24	Ultra Low Emissions (ULEV) Transition Plan
A02 - M03	Procure EV charging infrastructure that satisfies the implementation of a fleet replacement programme of Electric Vehicles or suitable Ultra Low Emission Vehicles.	Ongoing	

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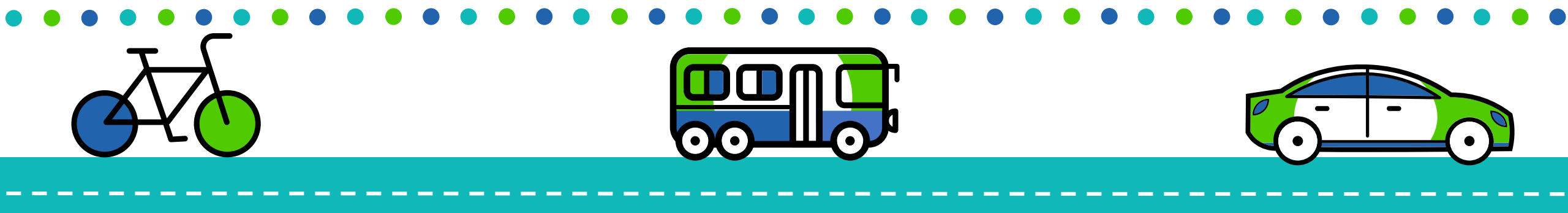
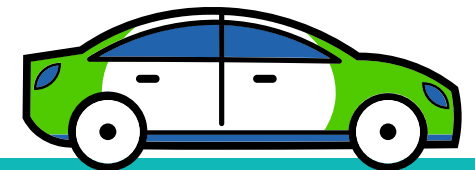
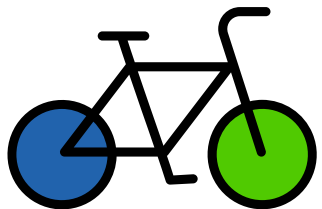


Working with the private sector to put in place and invest in an accessible County Borough Wide network of electric vehicle (EV) charging opportunities, to stimulate the market and widen EV charging opportunities. By 2025 we will ensure that all residents are within one mile of a publicly accessible EV charging point.

Timescales



Ref	MEASURES	Delivery Date	Does this action appear in any another plan/strategy?
	that will help to track this Action	(Month/ Year)	
A03 - M01	Increase the number of EV charging points installed at Council premises over next 5 years.	2027	Climate Change Strategy
A03 - M02	Increase in number of charging devices per 100,000 population by 2025.	2025	
A03 - M03	A publicly accessible EV Charging point within a mile of every resident by 2025.	2025	
A03 - M04	5% of bays in council owned car parks will be charging bays by 2028	2028	



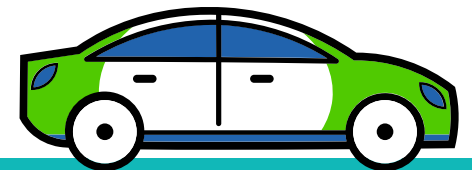
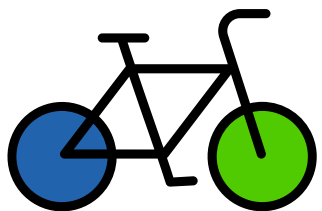
Ref #A04

Supporting public transport providers to become more sustainable and to make the switch from diesel to electric taxis and buses.

Timescales



Ref	MEASURES	Delivery Date	Does this action appear in any another plan/strategy?
	that will help to track this Action	(Month/ Year)	
A04 - M01	% shift to zero emission passenger vehicles by 2030.	2030	Climate Change Strategy



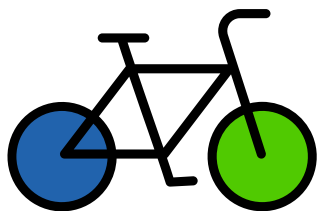
Ref #A05

Ensuring that the transport services we commission, including Home to School, are zero or low carbon where possible.

Timescales



Ref	MEASURES	Delivery Date	Does this action appear in any another plan/strategy?
	that will help to track this Action	(Month/ Year)	
A05 - M01	% of contracted Home to School buses and coaches that are EURO VI compliant or greater by 2025.	2030	Climate Change Strategy



ELECTRIC VEHICLE CHARGING INFRASTRUCTURE PRE-INSTALLATION CHECKLIST

Category	Question	Question	Feedback Comments
Site Selection	1.A	How was this particular site chosen?	
	2.A	Is Planning Permission required to install EV Charging units on this site?	
	3.A	Have EV charge point inquiries been received from members of the public in the locality?	
	4.A	Has an appropriate source of funding been identified?	
	5.A	Does the funding have a time constraint?	
	6.A	Has an EV charge point provider been identified?	
	7.A	Who will ultimately own the apparatus when all warranties expire?	
	8.A	Will there be an ongoing contractual commitment, and if so, to whom?	
	9.A	Is the appropriate insurance cover in place?	
Initial Electrical Installation	1.B	How many EV charge points are proposed and of what type?	
	2.B	Are the characteristics of the electrical supply at each location, suitable?	
	3.B	Is there sufficient electrical capacity on site and in the surrounding area?	
	4.B	Will a new independent electrical supply be needed to power the EV charge points?	
	5.B	Has any additional cost / project time relating to questions 2b to 4b been factored into the proposals?	
	6.B	Is there a supply 'flicker' risk to other users in the area?	
	7.B	Is general Surge Protection in place?	
	8.B	Is local Surge Protection in place?	
	9.B	Will Western Power Distribution (WPD) approval be needed?	
	10.B	If not (in relation to Q9b) have WPD been notified?	
	1.C	Does the proposed site have a level and even surface i.e. Concrete or Tarmac?	
	2.C	Has the proposed site ben assessed against the EV Charging Accessibility Standard BSI PAS:1899 (2022)?	
	3.C	Is there sufficient space within each EV charge point bay for someone to exit their car and navigate around the vehicle using mobility equipment?	
	4.C	Has any consideration been given to users of larger wheel chair accessible vehicles?	

Site Design & Accessibility	5.C	Is the charge point going to be installed on a pavement?	
	6.C	If so (in relation to Q4c) accessibility and equality issues should be considered. Wherever possible, the charge point should be located by the curb edge and there should be a clear width of 2m on the pavement for pedestrians to pass the	
	7.C	Is there level access to the charge point unit, e.g. no kerb?	
	8.C	Are there any other obstructions e.g. bollards and is there sufficient space between them to allow for wheelchair access?	
	9.C	Are the charge point bay surface markings clear and understandable?	
EV Charging Unit	1.D	Who will be able to use the EV charge point?	
	2.D	How will access be granted to use the EV charge point?	
	3.D	Will users be charged for use of the facility?	
	4.D	If so (in relation to Q3d) how will users be charged (e.g. will RFID cards or Apps be involved)?	
	5.D	How much will users be charged?	
	6.D	Will part of the charge be set aside for future upkeep (i.e. self funding model)?	
	7.D	If relevant, will staff be allowed to use facility and will there be time limits?	
	8.D	Will access be granted 24/7 & 365 days to the public?	
	9.D	Will the charge point instructions be in Welsh and English, with Welsh being the default language?	
	10.D	Is the charge point unit capable of displaying other languages i.e. multi-lingual screen?	
	11.D	Is the charge point low enough for a wheelchair user to reach the screen?	
	12.D	Is there clear colour contrast on the charging unit screen, with large enough text and bright enough lighting? Text should be visible both day and night and during all weather conditions.	
	13.D	Is the cost, speed and time of charging in a clear, consistent and easy to understand language?	
	14.D	Is there sufficient time allowed to set up the apparatus, before the charging unit 'time's out'?	
	15.D	Is there a cable management system for the charge point unit to prevent trailing cables and to take some of the weight of the cables?	
	16.D	Are the cables long enough to accommodate a variety of parking positions and charging port placements?	
	17.D	Is the charge point covered to prevent equipment and users from being affected by poor weather?	
	18.D	How long will the installation take?	
	19.D	Is there sufficient mobile network coverage available from all four major network operators (Vodafone, EE, O2 and Three) in the proposed EVCP area? This will ensure that EV Charging Unit can receive software updates and that all users are able to download the necessary App provisions needed for charging and payment.	
	1.E	Is there a way for users to seek help, support and report faults (e.g. Helpline to call) and are those answering able to provide a Welsh language service and trained to provide suitable advice to all users including disabled drivers?	

Operation & Security	2.E	Will onsite staff be expected to provide support for drivers using the charging units?	
	3.E	Will onsite staff require training prior to the first use of the charging units?	
	4.E	Will daily inspection of the equipment and earthing arrangements be undertaken, who will undertake this task and will this be recorded?	
	5.E	Who will be responsible for its long-term maintenance and future upgrading?	
	6.E	Who will be responsible for enforcement for overstays, inappropriate parking, etc?	
	7.E	Is there sufficient lighting available for the charging unit to ensure visibility during poor weather conditions or at night?	
	8.E	Is there CCTV covering the charge point?	
	9.E	Is there adequate security on site?	
	10.E	Within the proposed location, is bilingual (Welsh & English) signage to be provided?	
	11.E	Does the signage clearly indicate any restrictions e.g. time limits, vehicle types?	
	12.E	Is there clear colour contrast, is the text large enough and is the language clear and consistent?	

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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2022/23

**CLIMATE CHANGE, FRONTLINE SERVICES
& PROSPERITY SCRUTINY COMMITTEE**

29th September 2022

**REPORT OF THE GROUP DIRECTOR OF
PROSPERITY, DEVELOPMENT AND
FRONTLINE SERVICES.**

Author: Steve Owen

Agenda Item No:

**REPORT ON GREEN WASTE
COLLECTIONS**

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to update Members of the Public Service Delivery, Communities and Prosperity Scrutiny Committee on green waste collections following the implementation of sack collections and the 'RCT's Got A Brand New Bag' campaign. Please note all figures quoted are as of 7th September 2022.

2. RECOMMENDATIONS

It is recommended that Members:

- 2.1 Note the content of the report:
- 2.2 Consider whether they wish to scrutinise in greater depth any further matters.

3. BACKGROUND

- 3.1 This Council as have all Councils in Wales has statutory targets set by Welsh Government. This year the target is again 64%, failure to meet these targets will result in the Council receiving a substantial fine. The fine is based on performance

with every tonne we miss the target by, will result in a minimum fine of £200 per tonne. Welsh Government has set all Councils a recycling target of 70% by 2024/2025.

- 3.2 However looking forward and to support the Council's commitment to becoming a carbon neutral Council by 2030, Waste has been set a recycling target of 80% by 2024/25. As well as launching various campaigns and awareness/education initiatives to increase quality participation, Waste will also commit to reducing single-use plastic bags and carbon footprint.
- 3.3 In November 2021, Waste launched the new re-usable sack that replaced the standard recycling bag for the disposal of green waste (both domestic and trade). It was estimated that the Council will save 3 million recycling bags by switching to a re-usable sack. Waste also required residents and trade waste customers to register their sacks to ensure our collection rounds are as efficient as possible and our carbon footprint is kept to a minimum.

4. UPDATE /ISSUES ENCOUNTERED/ CURRENT POSITION

- 4.1 We have 49,122 households, 93 businesses and 4 allotments who have registered with 92% just registering two sacks (first two sacks are free with additional sacks at £3 each). This has equated to approximately 42% of RCT properties who have registered for green sacks with high numbers remaining in the Taff (in total 33% of Rhondda residents, 42% of Cynon residents and 57% of Taff residents). It is also noted that 89% of registrations were conducted online with 11% being either via the call centre or One4All.
- 4.2 The request for sacks currently stands around 400 a week and Waste are delivering within the 20-day performance indicator. There have been a few occasions whereby residents state sacks have not been delivered/taken but other sacks have been delivered with benefit of the doubt. We have also received 161 cases where sacks have been reported as stolen and again we have replaced free of charge with benefit of the doubt. Lost and stolen sacks do not appear to be a concern considering it was one of the main complaints when the campaign was launched. To date 105,555 sacks have been delivered. If these sacks were put out for collection on a weekly basis, this would be the equivalent of over 12.5 million single use plastic bags.

- 4.3 The following shows a comparison of the summer months of 2019, 2020, 2021 (bags) and 2022 (sacks) in terms of tonnage collected.

Green waste collected in tonnes

	2019	2020	2021	2022
Week 21	170.94	225.54	205.06	155.62
Week 22	209.24	146.52	86.23	117.8
Week 23	266.44	254.08	162.54	199.87
Week 24	191.78	217.86	146.2	179.29
Week 25	172.18	218.24	238.6	182.82
Week 26	187.96	198.8	351.42	223.66
Week 27	170.05	189.04	286.08	180.78
Week 28	139.14	225.62	248	220.08
Week 29	279.4	231.76	211.38	155.82
Week 30	283.54	252.82	176.49	155.82
Week 31	269.84	220.6	185.32	162.36
Week 32	218.16	386.38	218.13	213.12
Week 33	166.1	312.64	216.64	118.94
Week 34	234.69	218.78	184.74	130.88
Week 35	209.05	275.12	180.24	157.08
Week 36	196.34	317.47	148.86	186.03
Week 37	187.55	250	181.04	111.2
Week 38	319.13	257.9	265.3	155.61

- 4.4 It has been decided to include 2019 tonnages as 2020 and 2021 may not be regarded as reliable comparisons due to lockdowns and restrictions. The 2022 tonnages are generally lower and the apparent missing tonnages are not reported to be at the HWRC's. It has therefore been discussed where these missing tonnages are. Possible suggestions may either be that more residents have removed organic areas from their gardens or green waste is being put into wheelie bins. Some crews have not been able to move wheelie bins due to them being too heavy with green waste. There are concerns that some residents are placing green waste in wheelie bins to avoid purchasing any additional sacks (£3 each). There have also been no reported increases in fly tipping of green waste since the changes.
- 4.5 Since the beginning of sack collections, there have been over 5,000 reported issues. The main issues reported are:

Sack not out	67%
Contaminated with turf and soil	14%
Recycling bag in sack	7%
Contaminated with other	7%
Non RCT sack	5%

- 4.6 This table shows that the majority of residents are not putting out green waste on a weekly basis. This is not surprising but for the first time, Waste has statistics on how often residents put out green waste. In time, this may assist Waste to become even more efficient. It also helps us target our communications to reduce contamination e.g turf and soil.
- 4.7 There were some early concerns that some of our vehicles are not suitable for sack collections, and this will be addressed as and when vehicles are due for renewal. In the meantime, crews have been trained in 2-person handling and some vehicles have had temporary modifications. Waste is also in discussions with Dennis Eagle to remove some of the rave rails (lowering the height needed to lift contents into the rear of the collection vehicle).
- 4.8 The Streetcare Communications Group have continued to meet to review the continued roll out of the sack collections. We are due to fall back to fortnightly winter collections on 31st October with the normal break at Christmas where we only collect real Christmas trees. We are also hoping to launch our new collection calendars by Christmas to avoid repeat complaints regarding confusion over green collection dates over this period.
- 4.9 Waste have early concluded that the campaign was successful in terms of most residents are now aware of the collection changes, either by normal communications, seeing the sacks in their area or receiving an awareness sticker on their recycling bag. Waste will continue with communications throughout the Autumn with focus on the switch to fortnightly collections and the break for Christmas/Real Christmas Trees.
- 4.10 Waste will also be more vigilant regarding reporting green waste in wheelie bins and plan to include this within our digital recording systems. This will then be passed to Enforcement who will initially have awareness discussions with these residents.
- 4.11 Waste will also need to look out the depot split for collections as Taff registrations continue to be very top heavy as well as the majority of housing development planned over the next few years, in this area. This has caused late

collections this summer not helped by the HGV driver shortages the sector has been experiencing.

5. EQUALITY AND DIVERSITY IMPLICATIONS

5.1 There are no Equality or Diversity implications aligned to this report

6. CONSULTATION

6.1 There are no Consultation implications aligned to this report

7. FINANCIAL IMPLICATION(S)

7.1 There are Financial implications in failing to achieve the statutory targets.

8. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

8.1 There are no Legal Implications aligned to this report

9. LINKS TO THE COUNCIL'S CORPORATE PLAN / OTHER CORPORATE PRIORITIES/SIP

9.1 The recycling processes we adopted align itself to the Corporate Plan and Corporate Priorities.

9.2 This clearly is linked with the Well Being of Future Generations (Wales) Act, helping to create a resilient Wales and a Wales of cohesive communities.

10. CONCLUSION

10.1 RCT Council are proud of its recycling services and how it continues to improve and support carbon neutral initiatives.

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