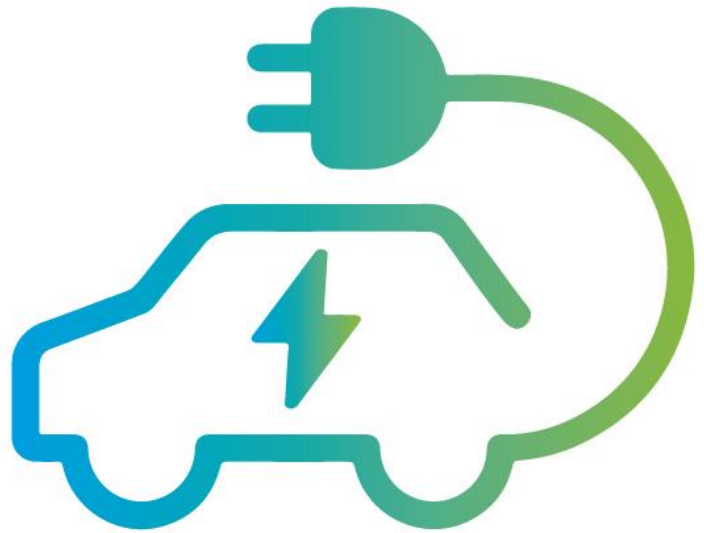


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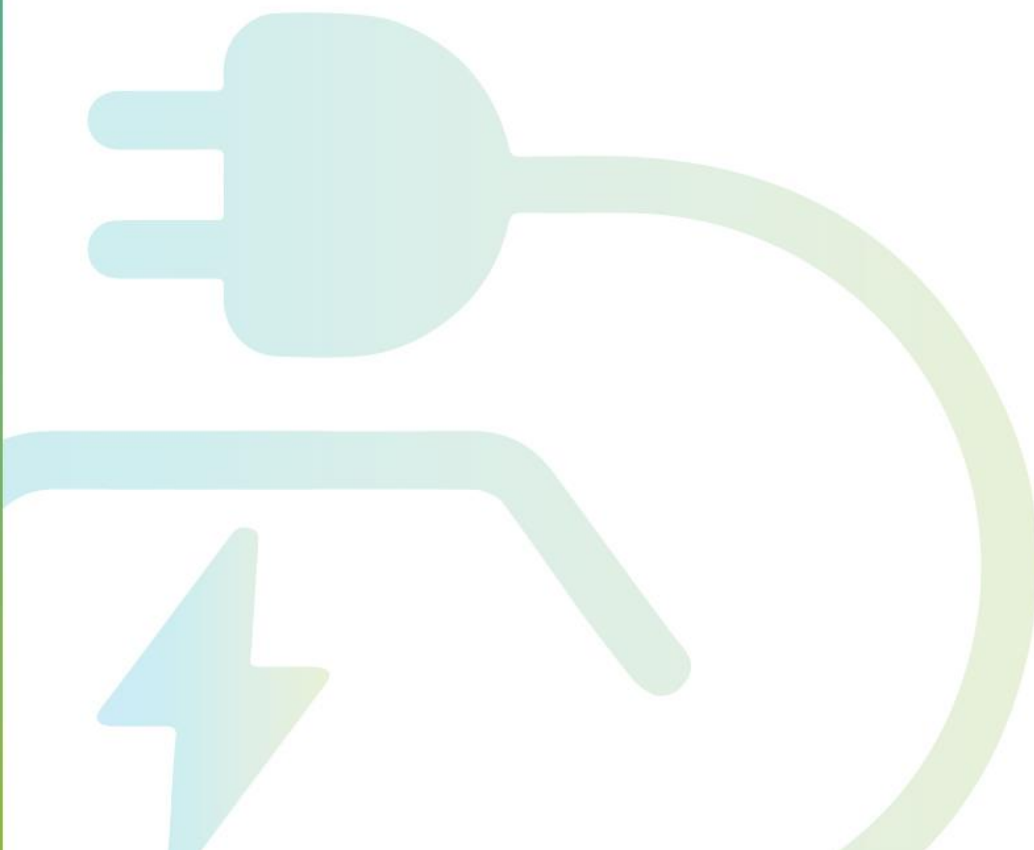
Electric
Vehicle
Charging



Phase 2 Consultation on the

Future Development of Electric Vehicle Charging

October 2021



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SUMMARY

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

1. INTRODUCTION

- 1.1 This report presents the findings of the second phase of the Let's Talk Electric Vehicle Charging consultation on the future development of electric vehicle charging points across Rhondda Cynon Taf.
- 1.2 Section 2 outlines some brief background to the consultation process.
- 1.3 Section 3 details the methodology.
- 1.4 Section 4 provides the key findings of Phase 2 data.

2. BACKGROUND

- 2.1 In January 2020 the Climate Change Cabinet Steering Group received a report on ['Transportation – How Do We Reduce Our Carbon Emissions'](#) which provided an update on the situation regarding carbon emissions and transport and also identified the steps that could be taken to reduce such emissions.
- 2.2 Within the report it was identified that transport accounts for 14% of Wales' carbon emissions and in order to make the sector more resilient, efficient and low carbon in a cost-effective way the report discussed many topics such as; an integrated metro, active travel enhancements, electric vehicles and the charging infrastructure, home to school transport, land use planning, technology, car parking strategies, congestions charging or workplace car park charging and taxation. Furthermore, in November 2020, the UK Government announced the end of the sale of new petrol and diesel cars by 2030.
- 2.3 Whilst the use of electric vehicles is increasing year on year we need to assess the future demand for an EV charging infrastructure in RCT. Future projections indicate that approx. 8,000 EV's will be owned by residents in RCT by 2030. Whilst this is a relatively small proportion of the vehicles within RCT, they clearly need to be supported with a suitable charging infrastructure.
- 2.4 We need to determine the best location and type of charging points across the County Borough. As part of the report presented to the Climate Change Cabinet Steering Group in March 2021 ['Electric Vehicle Charging Infrastructure: Driving Change'](#) it outlines that In early 2018, there were 145 Ultra Low Emission Vehicles (ULEV) registered in Rhondda Cynon Taf, compared with 3,275 in Wales and 157,304 in the UK. Across the UK, demand is predicted to rise rapidly with one million ULEVs projected by the early 2020s and as many as nine million by 2030. If realised, and if growth in ULEV ownership continues to rise in RCT at a similar rate to the UK, there could be over 900 ULEVs in RCT by the early 2020s and over 8,000 by 2030.

- 2.5 Whilst the use of electric vehicles is increasing year on year we need to assess the future demand for an EV charging infrastructure in RCT. Future projections indicate that approx. 8,000 EV's will be owned by residents in RCT by 2030. Whilst this is a relatively small proportion of the vehicles within RCT, they clearly need to be supported with a suitable charging infrastructure.
- 2.6 As a result of the research above and the Council's need to develop an EV Charging and Infrastructure Strategy, this consultation was undertaken in order to obtain the views of potential EV users in RCT to help gauge potential take-up now and in the future.
- 2.7 The results from Phase 1 were used to assist in the writing of a draft Strategy.
- 2.8 The draft Electric Vehicle Charging Strategy was added to the consultation website in Phase 2, and visitors to the site were encouraged to provide feedback via the site tools and by directly emailing the Consultation team.

3. METHODOLOGY

Key actions included:

- 3.1 In Phase 1 we used an online consultation tool called "Let's Talk RCT". The site hosted the key consultation documents. Methods of engagement on the site include an online survey, short polls, the ability to map localised comments and a stories box (where users are invited to provide comment and can attach images or documents)
- 3.2 The online tools and information were promoted through all social media channels, print media and the Council's corporate website. A number of emails were sent to a range of stakeholders, including, environmental groups, the Council's Citizen's Panel, Older Persons Forums, Councillors, MPs, MSs, community hubs, Welsh language groups and other local Authorities.
- 3.3 The Council's social media team regularly posted in conjunction with the wider 'Climate Change Strategy' consultation to promote the site and consultation tools available.
- 3.4 In Phase 2 we promoted the draft Strategy on the website and via social media, and requested comments by email.
- 3.5 Overall, 127 people engaged directly in the engagement on the Let's Talk Electric Vehicle Charging site during the period 1st June to 5th October 2021. 476 people were informed (viewed documents and multiple pages) and 1,000 were aware of the project (visited the site). This makes the totals throughout both phases of the consultation period 548 people who engaged, 1001 people who were informed, and 2184 people who were aware.

4 Key Findings

Emails in response to draft Strategy publication

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

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

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

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

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

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

Quick Polls

- 4.6 2 web polls were set up within the Let's Talk Electric Vehicles project during Phase 1, and continued to receive responses in Phase 2.
- 4.7 Quick Poll 1 asked "To what extent do you agree with the UK Government's decision to move the ban on the sale of new petrol and diesel cars forward to 2030?" 81 people took part in this poll.

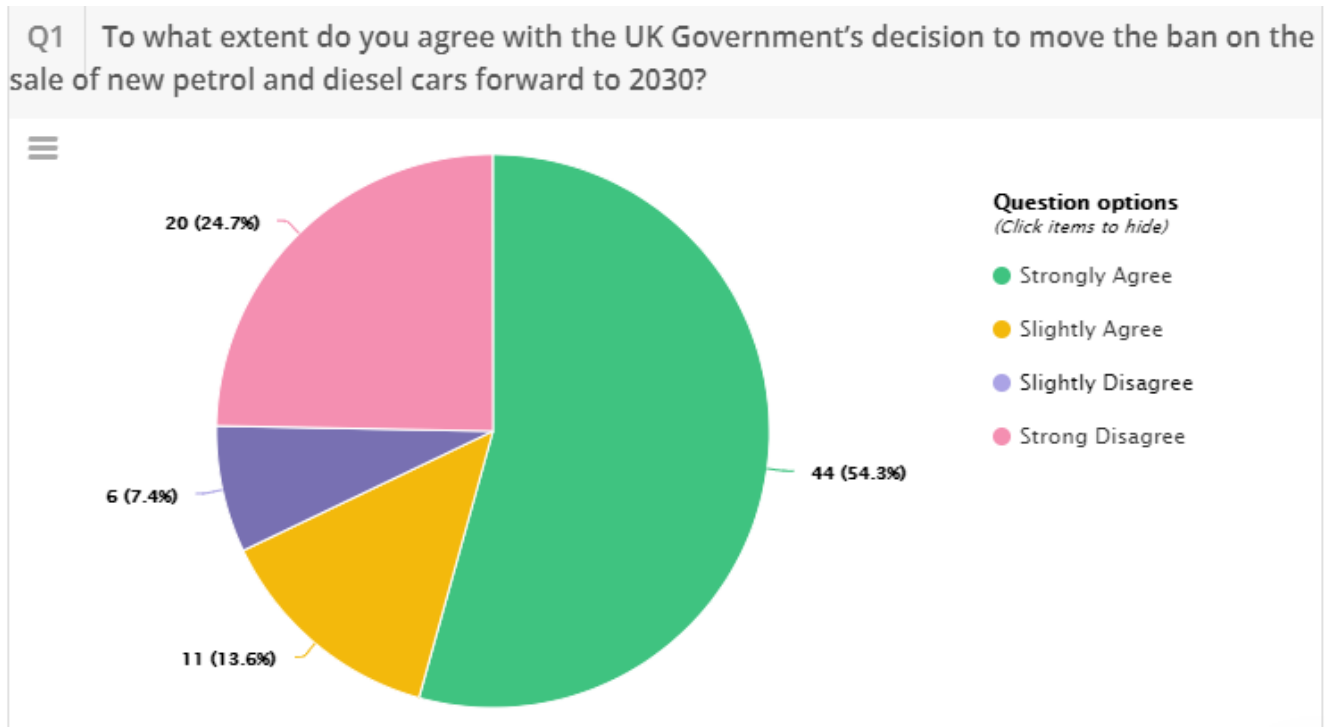


Figure 1 – Agreement with decision to bring forward ban on sale of new petrol /diesel cars.

Over 60% (67.9) of respondents either strongly agreed or slightly agreed with the decision made by UK Government to bring forward the ban on the sale of new petrol and diesel cars.

- 4.8 Quick Poll 2 asked "Do you intend to look for alternatives to driving a petrol/diesel car in the future (e.g. walking more / using public transport / taxi / cycling)?" 19 people took part in this poll.

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

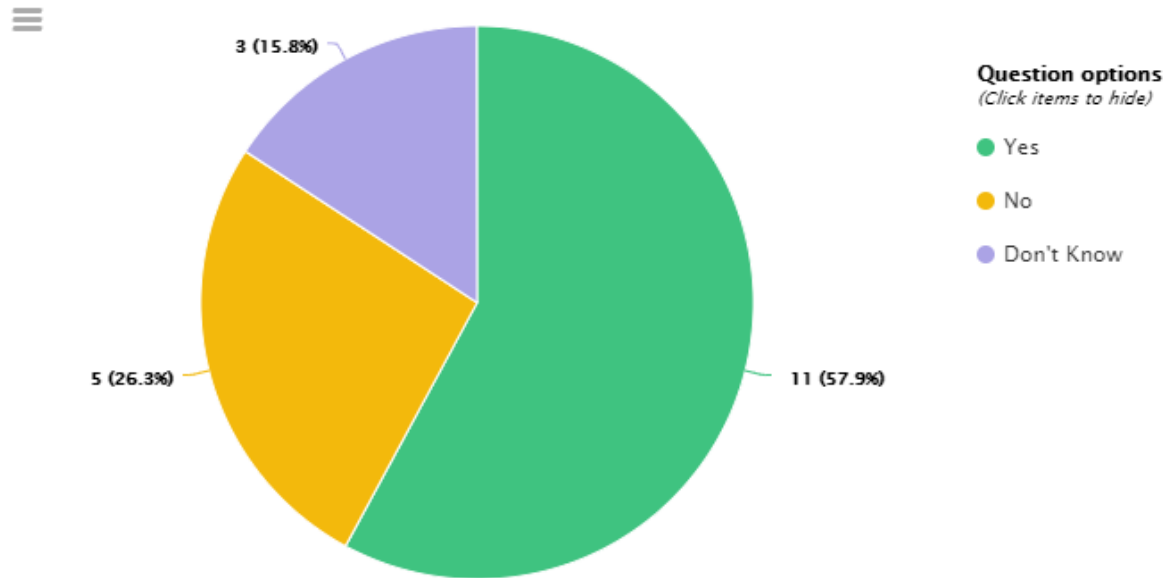


Figure 2 – Intentions to look for alternatives to driving a petrol / diesel car

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

Places (Map tool)

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

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

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

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

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

A full list of all locations identified and suggested reasons is attached at Appendix 2.

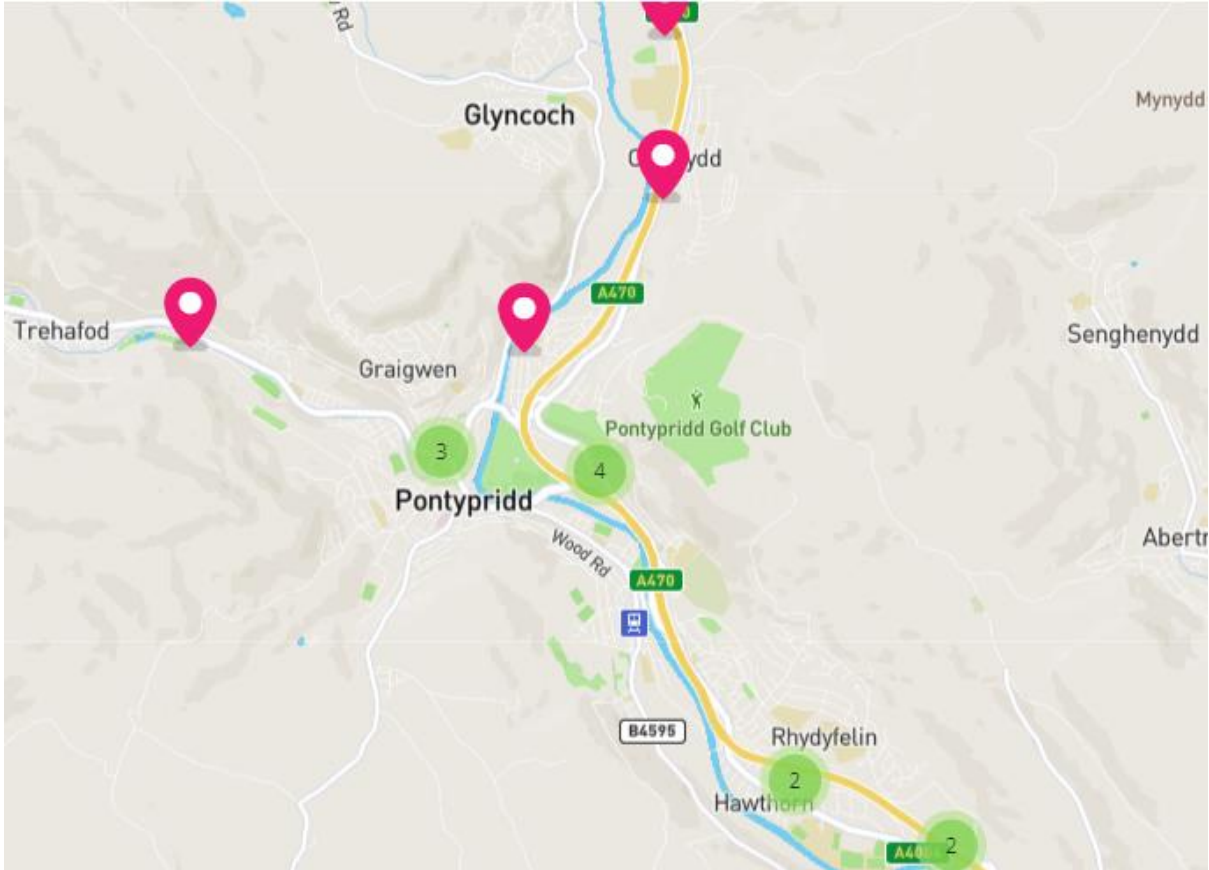


Figure 3 – Locations identified in Pontypridd area

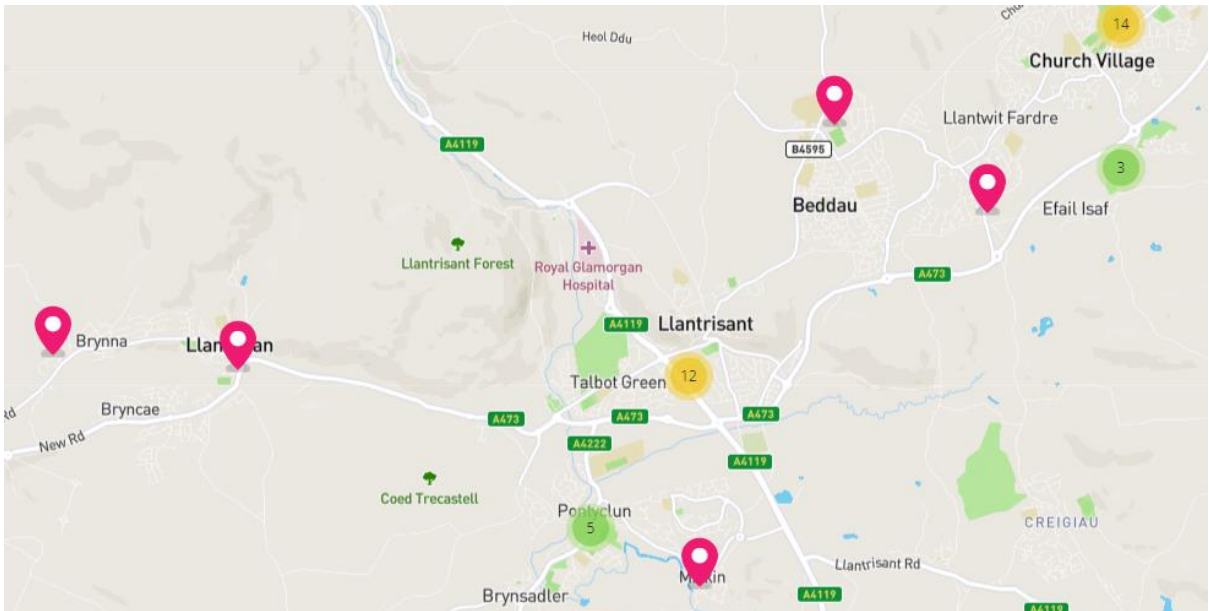


Figure 4 – Locations identified in Llanharan / Llantrisant and Church Village

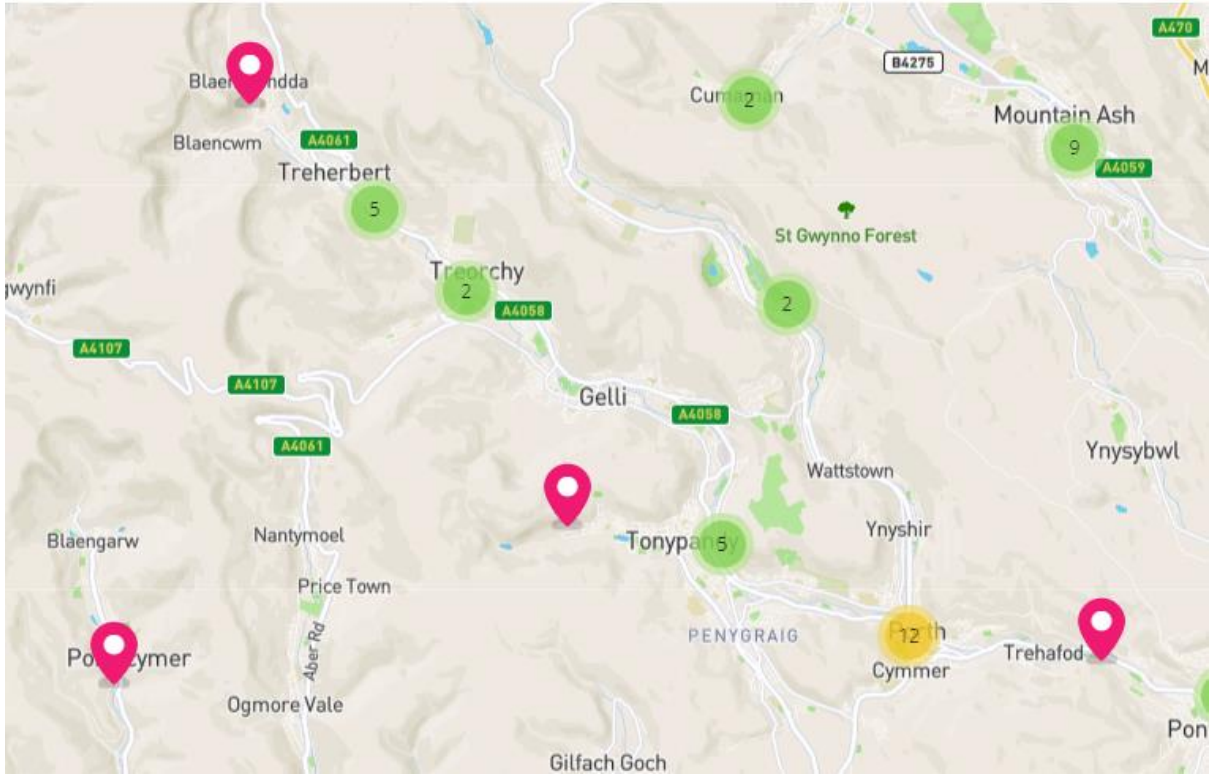


Figure 5 – Locations identified in Rhondda area

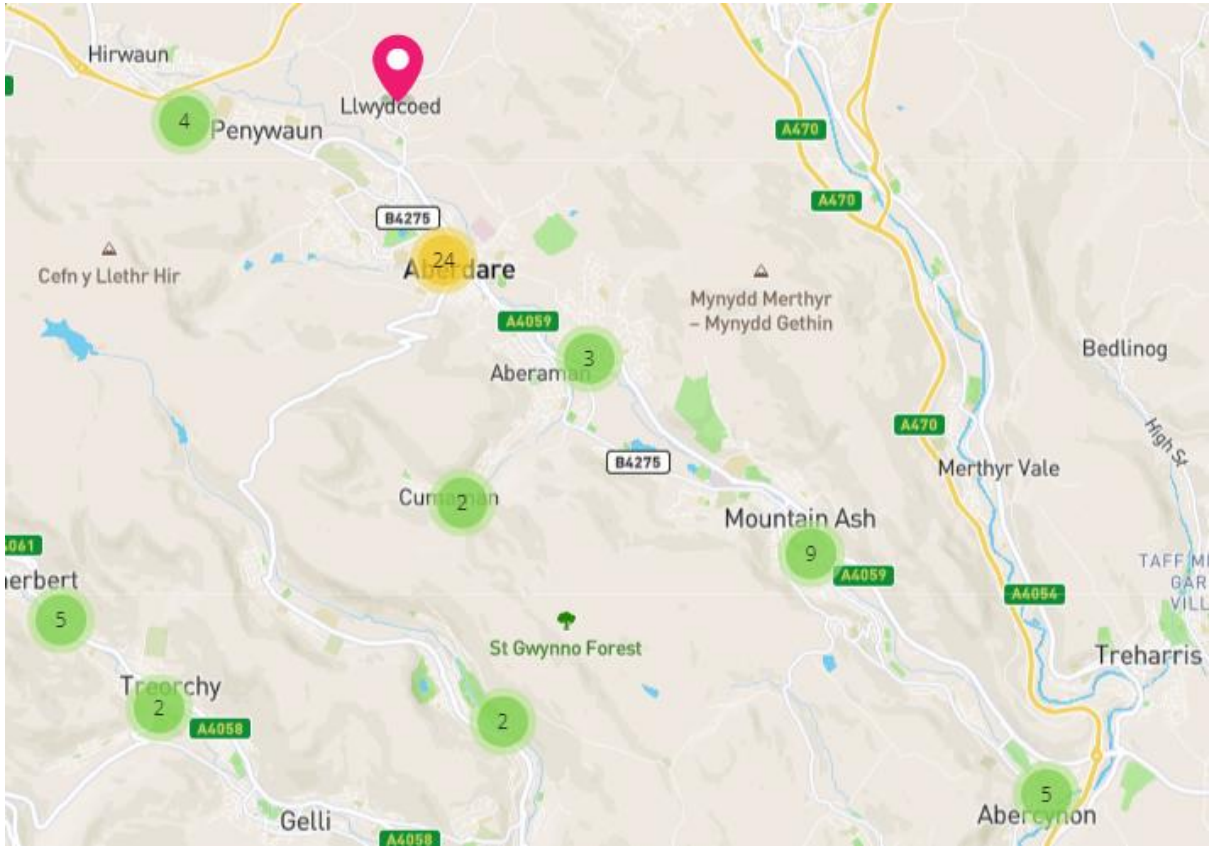


Figure 6 - Locations identified in Cynon area

Stories

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

