

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

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

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

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

Members were reminded that in April 2021 the Electric Vehicle Charging and Transportation Working Group was set up, comprising officers from across all Service Groups, under the leadership of the Corporate Estates Energy and Carbon Reduction Team.

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

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

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

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

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

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

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

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

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

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

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

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

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