

## APPENDIX A - EV INFRASTRUCTURE REVIEW: MINUTES FROM PREVIOUS MEETINGS

### EV INFRASTRUCTURE AND FUTURE POLICY DIRECTION FOR THE BOROUGH

17 November 2021

The Chairman briefly introduced the item highlighting that it was the third witness session of the Committee's review into Electric Vehicles (EVs), EV infrastructure and future policy development for the Borough. The Committee began by welcoming both Dr Henrik Thiele, Managing Director, and Brian Renwick, UK Operations, of Qwello GmbH to the meeting. By way of introduction, it was highlighted that Qwello were an EV charge point provider and operator, operating in Europe, and looking to enter the emerging UK market. A presentation was delivered and some key points were highlighted, included:

- Demand for EV charging infrastructure was due to increase exponentially over the coming years in Hillingdon as the number of new EVs on the road grew. At the current rate of installation in the Borough, supply would soon fall short of demand;
- Some EV charge point providers required any user of their charge points to either sign up to a membership or create an account before using one of their charge points. This brought about issues around equitable use and it was highlighted that Qwello's charge points did not require a specific account (although the option to sign up to one was available) and could be used by anyone with a contactless payment card;
- It was noted that many EV charge point providers also operated an app to help facilitate the user experience, although it was not always necessary to download the apps in order to utilise the charge points. Qwello had developed a similar app with voice control allowing users to book a specific charge point through their phone whilst driving;
- Pavement installed charge points were designed to take up only a small amount of space on the pavement to ensure adequate space was left for wheelchair users and pushchairs. The importance of a clear indicator on top of each charge point was also emphasised to ensure drivers could easily see whether a charge point was in use, had been reserved, or was available to use;
- It was emphasised that, under Qwello's business model, the installation and maintenance of charge points was, to an extent, covered by the charge point provider;
- 350kW charging was currently the fastest charging speeds available, this was understood to be roughly equivalent to the energy consumption of a 300-bed hospital. These types of chargers were extremely expensive and they were also deemed to have the potential to greatly burden the local electricity grid;
- Regularly using faster charging speeds led to eventual deterioration and reduced capacity of the lithium-ion batteries used to power the majority of common EVs;

In terms of charging speeds, it was highlighted that people who were generally not affiliated with the EV industry had a tendency to stress an importance on the availability of rapid and ultra-rapid chargers. This was attributed to the general public mostly looking to recreate the experience of filling up their Internal Combustion Engine (ICE) vehicle at a petrol station, which would usually take 5 minutes. Rapid chargers were considered those with a power of above 22kW and ultra-rapid chargers had a power above 100kW. It was highlighted that

faster charging speeds would play an important part in any national EV charging infrastructure; however, the need for faster chargers would primarily be at service stations on motorways for longer journeys, when drivers would wish to recharge their EV battery as quickly as possible to get back on their way. This was considered to be in contrast to urban and suburban areas, where it was understood that a cultural change would take place whereby EV owners who could not easily charge at home would become accustomed to the concept of grazing using chargers with regular charging speeds. Grazing was seen as charging the EVs battery by a relatively small percentage during shorter stays, for example when visiting supermarkets, shopping parades and car parks.

Members sought to discuss what mechanisms could be imposed to stop vehicles parking in an EV charging space when they were not intending to use the charging facility. It was noted that Qwello had a reservation system built into their mobile app which allowed users to reserve their charge point a maximum of 15 minutes ahead of time, this stopped other EV users from charging using that particular charge point. However, it was understood that there was no physical means of stopping a vehicle from merely parking in the space and therefore blocking the charge point from use. To combat this, Qwello had sensors attached to their charge points which could identify whether the space had been blocked and could redirect the individual who had reserved that charge point towards another available local charger.

The Committee discussed the possibility of public charge points becoming subject to vandalism and sought assurances that charge points were as vandal-proof as possible. It was noted that the charge points operated by Qwello were certified for IP10, a standard measure used for mechanical and electrical casings against intrusion and damage in addition to ingress of water and dust. It was understood that charge points would not be impervious to direct vandalism but would be fine and operational in cases of incidental damage for example if an individual smashed a glass bottle over a charge point.

Members also sought confirmation that residents without a smartphone would still be able to use publicly available charge points. It was confirmed that anyone could use a charge point as long as they had a contactless payment card. It was emphasised that the mobile app was primarily a tool for looking ahead at the availability of charge points and reserving a specific charger.

With regard to the capacity of the electricity grid to handle future electricity demand associated with EV infrastructure, it was highlighted that each charge point installed would require a significant amount of electrical installation and a tremendous amount of power to operate. Major concerns were raised over whether the electricity grid in the UK would be sufficient to cope with the increased demand going forward, however, it was noted that there were regional differences and aggregate development of the power grid in the future should compensate for the increased demand. Further to this the adoption of EVs was expected to be a gradual process over the next two decades, therefore the new demands and stresses on the electricity grid would not materialise overnight.

Following this, concerns were raised that some OEMs, including Toyota, Porsche and Subaru were developing evermore efficient synthetic fuels for internal combustion engine vehicles that were moving towards carbon neutrality; it was highlighted that the development of such fuels and technologies may severely impact the EV sector and the widespread need for EV infrastructure. Members noted that, in 2030, when the ban on the sale of new petrol and diesel vehicles would come into force, ICE vehicles would remain on the roads for some years to come. The development of carbon neutral and even carbon negative technologies was welcomed, particularly where wider scale energy production was concerned, and particular emphasis was placed on the fact that the transition to EVs was expected to be a part of the solution, not the complete solution, to the climate emergency. The Committee also highlighted a larger debate, not necessarily under the Committee's purview, over the

production of lithium-ion batteries which were currently the most common means of powering EVs. The mining of lithium was noted to have a detrimental environmental impact on the countries where it was mined, and the development of more sustainable and socio-economically friendly battery technologies was seen as imperative to improving production practices as the EV sector was expected to grow rapidly.

The Committee were also informed that there were many legitimate requirements and concerns surrounding the installation of new charge points including narrow pavements, distance from gas and utility lines, proximity to listed and heritage buildings and various administrative requirements.

Members raised concerns around the prospect of neighbourly disputes over the use of residential on-street charge points. It was highlighted that there were already many instances of parking disputes in the Borough unrelated to EVs and by adding in the requirement for residents to sufficiently charge their EVs in future, potentially at a frequently used on-street residential EV charge point, it could lead to an increase in more complex neighbourly disputes. Members emphasised the importance in adequately preparing Council policy if and when these disputes over EV charge points arise. Further to this it was highlighted that proper consultation with residents ahead of any EV charge point installation would be likely to improve outcomes. It was later highlighted that EV battery technologies were continuously evolving and with larger capacities and ranges, could come the need to charge less often, perhaps once every fortnight, which could alleviate some of the neighbourly disputes.

The Committee thanked the representatives from Qwello for attending and presenting information about their innovative charge points and for discussing facets of EV infrastructure at length with the Committee.

Councillor John Riley, the Cabinet Member for Public Safety and Transport, was also present as a witness for the review and gave the Committee an update on where Hillingdon currently stood in terms of the provision of EV infrastructure and the direction in which the Council would be going. Key points included:

- There was an enormous challenge ahead to ensure that appropriate EV infrastructure was in place in the Borough although it was noted that the responsibility for providing the infrastructure was not solely that of local authorities. Going forward, it would be a mixture of government, both local and national, car manufacturers and private charging operators who would be assisting in the transition from ICE vehicles to EVs;
- Current EV charging infrastructure in the Borough was insufficient. Many of the previously installed publicly available EV charge points were unsuitable and required modernising;
- When researching what other local authorities were doing in terms of implementing EV infrastructure, the Cabinet Member had come across two common approaches; to move headlong into installing as many public charge points as possible, and to be more cautious in approach to ensure that the technology being installed does not become obsolete within a relatively short time. It was highlighted that Hillingdon had been favouring the cautious approach but recognised the importance in now moving forwards;
- It had been decided that the Council would look for a commercial partner with technical expertise and knowledge of the sector to install publicly available EV charge points commencing initially in the Council's own car parks. This was being actioned through a tender process;

- It was understood that a significant number of residents in Hillingdon who drove, particularly those with no access to off-street parking, would not have the amenity to charge their EV at home and would therefore be reliant on publicly available chargers;
- The Council's Domestic Vehicle Crossover Policy would possibly require updating to enable some residents purchasing an EV to charge at home;
- Other local authorities had experienced neighbourly disputes in relation to the equitable use of on-street publicly available charge points.

The Committee highlighted that there were currently very few publicly available EV charge points to cater for the projected amount of future EVs in Hillingdon and sought assurance from the Cabinet Member that the tender process currently being undertaken would be addressing this. The Cabinet Member informed the Committee that the moves being made by the Council would be addressing the number of publicly available charge points and highlighted that many sites in the Borough that were not operated by the Council, for example, train stations, supermarkets, petrol stations and retail parks, would also play a part in increasing charge point provision. It was acknowledged that local authorities had not previously provided petrol stations or sold fuel to the public but there was a role to be played in facilitating the transition from ICE vehicles to EVs as society moved away from fossil fuels and towards renewable energy.

Members emphasised the importance of updating residents about any planned projects and the implementation of EV infrastructure in the Borough and stressed the significance of obtaining residents' views as a method of data collection informing officers of local appetite for EV charging infrastructure. It was highlighted that such information should be made available to the public on the Council's website and Members supported a method whereby residents could request potential charging locations. With regard to on-street residential charge points, the Cabinet Member noted a concern that residents had frequently complained about the quantity of street furniture on residential pavements and adding charge points on residential streets could exacerbate the issue. Whilst it was acknowledged that in some cases charge points could be integrated with existing street furniture, engagement with residents would be key in maintaining a desirable street environment. Members also noted how future charging technologies could negate the need for plug-in charge points with alternatives such as battery swapping and inductive charging.

Looking to future technologies within the EV sector, it was noted that within the next decade there would be more and more electrified public transit vehicles on the road and Transport for London were keeping an eye on the viability of these vehicles. It was noted that these vehicles would be more likely to utilise hydrogen fuel cell technologies, which were known to provide EVs with a significantly longer range than lithium-ion battery EVs but were not as common due to the nature of storing and obtaining hydrogen. However, it was noted that for larger fleets of vehicles, such as for TfL, hydrogen technologies may be favoured. Members also noted other charging technologies such as inductive wireless charging, which was limited in its current applications. The Committee noted that future developments and evolutions of battery and EV technologies were being developed at pace and it would be incredibly difficult to predict how the EVs of 2050 would function compared to the EVs of today.

Members highlighted that each meeting of the review had uncovered more questions and developments around the type of requirements needed for the transition to EVs and it was suggested that the review could be extended to allow for more information gathering. Although this was seen as a valid suggestion due to the EV sector evolving rapidly, it was understood that the Committee were under time constraints to submit their final report to Cabinet in March 2022, ahead of the local elections scheduled for May 2022.

The Committee thanked the Cabinet Member for attending the meeting as a witness for the review and noted that a regular update on the implementation of EV infrastructure in the Borough could be of interest to the Committee going forward.

**RESOLVED That the Select Committee used the third witness session of the review to enquire as to future EV infrastructure requirements and technological advancements in the sector.**

## **EV INFRASTRUCTURE AND FUTURE POLICY DIRECTION FOR THE BOROUGH**

19 October 2021

The Chairman briefly introduced the item highlighting that it was the second of three witness sessions composing the information gathering phase of the Committee's review into Electric Vehicles (EVs), EV infrastructure and future policy direction. The Committee began by welcoming Adam Heritage to the meeting, a Hillingdon resident who had been considering the purchase of an EV for some time, however remained cautious due to several reasons, including:

- He did not have access to off-street parking and therefore could not charge a prospective EV at home.
- The current local availability of publicly accessible EV charge points was minimal and not enough to rely on for an individual with no off-street parking.
- The reality of owning an EV in his current situation would mean regularly finding a public car park with EV charging provision that would also be open overnight. This would induce 'range anxiety' which was a major barrier in purchasing an EV.
- Further to range anxiety, returning home after any long trips would mean charging the EV just before finally reaching home, this was seen as a common inconvenience for those without access to home charging.
- The battery component of EVs was still the largest signifier of cost, if an EV had a larger battery, it would be significantly more expensive to purchase; therefore, if there was access to an EV charge point within walking distance, he would have the option of purchasing a more affordable EV with a lower battery capacity.

The Committee were informed that, working in central London, Mr Heritage had a number of colleagues who had already purchased EVs despite not having any available off-street parking, and therefore off-street charging facility, at their respective homes; they had felt confident enough to purchase an EV after liaising with their local Council's to have a publicly accessible charger installed on or near their street. It was also noted that, thus far, Mr Heritage's experience liaising with the Council in Spring 2021, to have a publicly accessible EV charge point installed close to his home had been difficult. There was no information available on the Council's website regarding how one could go about expressing interest in having a public charging point installed nearby, this led to him reaching out through other related Council departments for assistance. Mr Heritage raised concerns that he had to repeatedly follow up with Councillors and officers to obtain useful information around charging options and felt that Hillingdon was not, at the time, doing its part to help promote the transition from internal combustion engine (ICE) vehicles to EVs.

The Committee were grateful to hear from the perspective of a resident and felt that the need for residents to have access to consistent information and to have their expectations

managed regarding the provision of EV charge points in the Borough was vital; it was suggested that a standard operating procedure for when residents expressed interest in a prospective on-street charging point could be introduced to avoid any confusion.

With regard to the availability of information on the Council's website, it was highlighted that up-to-date information informing residents of the Council's upcoming EV charge point projects would go a long way in alleviating the worries that residents like Mr Heritage may have when considering the transition to an EV. It was also noted that London Councils had an online facility for residents to suggest possible charge point locations across London. Although Hillingdon did not currently have such a bespoke online facility, the Committee were in agreement that an online expression of interest form would help the Council collect data concerning demand for EV charge points across the Borough. Further to this, it was suggested that a link to the London Councils page would be a useful and easy to administer tool in temporarily pointing residents in the right direction.

Alan Tilly, Transport Planning and Development Manager, was in attendance for this item, he gave some background to the Council's previous provision of EV charge points and updated the Committee on the work that had been ongoing with regard to future charge point provision. The EV charge points currently in Council operated car parks were installed some ten years ago as part of a research project with the Ford Motor Company, Strathclyde University and Scottish and Southern Electricity; residents were given the opportunity to drive an EV and provide feedback to the project. Following the project, the charge points were operated by Transport for London's Source London company, when that network was sold on, the Hillingdon charge points were not included. Since that time, the charge points were repaired on a piecemeal basis by the manufacturers and have since become outdated and require replacing.

Members were informed that, where one in 16 new cars registered in London were EVs in 2019, one in eight new cars registered in the capital were EVs in 2021. In response to the growing need, the Council had, in October 2021, published an invitation to tender using the Crown Commercial Services framework. The tender was inviting companies to supply, install and maintain EV charging points in public car parks and to establish wider EV charging infrastructure across the Borough. The three primary strands of the tender were replacing and updating the existing EV charge points in Council operated car parks, assessing 43 other car parks in the Borough for charge point provision, and the provision of on-street EV charge points along residential streets utilizing either stand alone units or existing lamp columns. Amongst a number of factors, companies applying would need to demonstrate their awareness of grant funding and ability to apply for said funding (including the On-street Residential Charging Scheme ORCS funding), how they will ensure that any installed charge points offer appropriate network coverage for users, their fault reporting process and how quickly any faults would be repaired when they occur. Members highlighted that an online facility whereby residents could register their interest in having an on-street EV charge point installed would assist specifically regarding delivery of the third strand of the project.

The Committee were also informed that a further part of the tender included provision of a dashboard to be made available for officers to, in real time, see which charge points were operational at any one time. The data from this dashboard could prospectively be used to estimate demand and areas for future provision, the information could also be reported back to the Select Committee periodically. With regard to the free EV charge points found in many supermarket car parks, Members noted that although they were incredibly useful, they were often faulty and any such installations under the Council's purview would need to have their faults addressed comprehensively to avoid down time and maximise reliability as residents would be relying on the infrastructure.

Concerns were raised as to a potential disparity in the costs that would be incurred by

residents who had the ability to charge their vehicle at home and those who would need to charge publicly at car parks, on-street chargers or EV forecourts. It was understood that those charging publicly would likely end up paying more to charge their vehicles; however, there was still a significant cost associated with the purchase and installation of home chargers which offset the disparity. It was also noted that all charging options were likely to be a cheaper alternative than fueling an ICE vehicle. Officers highlighted that other local authorities had been known to, as a temporary measure, charge cheaper parking rates, or have free parking altogether, for EVs in public car parks to help alleviate some of the prospective cost disparity as these spaces were likely to be used more frequently by residents with no off-street parking as a means of charging their vehicle.

The Committee discussed the way in which parking spaces in public car parks may be allocated to EVs and highlighted the importance of getting the balance right and ensuring that both ICE vehicles and EVs were accommodated as the 2030 deadline for the sale of new ICE vehicles approached. Further to this it was highlighted that some supermarket car park operators fined individuals who park in an EV space with an ICE vehicle. Officers noted that, as long as enough EV charge point spaces were provided for, both ICE vehicles and EVs would be able to park in any space within a public car park. The Committee highlighted the need to ensure the Council's enforcement policies were fit for purpose regarding this issue that may emerge in the coming years.

Tom Campbell, Planning Policy Team Leader, was also present for the item and gave the Committee an overview of the Planning Policies that underpin the provision of EV charging points in new developments. It was initially clarified that new developments formed a fraction of existing dwellings and retrofitting would be necessary for the majority of homes. It was highlighted that the London Plan carried the most weight with regard to what is requested from developers around EV charge points; there were different standards based on the use class of the development, however, commonly developers were required to provide 20% active EV charging spaces and 80% passive. Active spaces were ready to use EV charge points and passive spaces were not immediately ready to use but were connected to the grid and could be retrofitted with a charge point at a later date. It was noted that the National Infrastructure Commission had recommended the 20% figure until 2025, at which point, it would be expected to increase.

With regard to enforcement and ensuring that developers were installing the required EV charge points, the Committee were informed that there were two mechanisms in place; the standard planning enforcement procedure requiring a case officer or resident to highlight the non-adherence and a Transport for London funded project carried out by West Trans who would monitor the travel plans of new developments ensuring that they included sustainable travel. Due to TfL funding issues stemming from the COVID-19 pandemic, Members were informed that the West Trans officer responsible for West London was not currently funded; it was hoped that this would be restored in future. The Committee queried if enforcement action had been taken against any developers for not installing the required charging points, to which officers were not aware of any formal enforcement action taken. Members raised concerns that enforcement officers may be reliant on residents knowing that new developments should have EV charge points provided and reporting when developers have not met planning requirements. Officers noted that EV charge point planning policies had been in place since 2016 and therefore the first developments approved under this policy would have only recently reached completion. The Committee were minded to ensure that, going forward, the Council was proactive with regard to enforcing this aspect of new developments. Officers were supportive of this noting that it was something that could be mapped and targeted.

With regard to supercharging sites, EV forecourts and charging hubs, officers noted that they had recently spoken to TfL who had three potential sites in mind within Hillingdon for charging

hubs; in addition to this, the Greater London Authority anticipated providing 1,000 rapid EV charging hubs on their own land across London. It was highlighted that there were a number of private and public bodies installing EV infrastructure which could be seen as an electric evolution of petrol stations. The Committee queried whether existing planning policies take into account prospective applications for charging hubs and EV forecourts on greenbelt land. Officers highlighted that greenbelt planning policies were incredibly robust, and any application would need to pass rigorous tests to be considered appropriate for greenbelt land. It was noted that there were planning policies with general support for EV charge points which would be considered a material planning factor.

The Committee thanked the witnesses and officers for attending and providing valuable insight for the review. Members noted how rapidly EV charging technologies were evolving along with the growing demand for EVs and emphasized the need to develop EV infrastructure appropriately; this was highlighted by the expected emergence of a secondhand EV market in the near future and the importance of having today's EVs be compatible with tomorrow's charging infrastructure.

**RESOLVED That the Select Committee noted the update on the Council's EV charging infrastructure activities and used the second witness session of the review to enquire as to the existing demand for EV infrastructure and potential barriers stopping residents from transitioning to EVs.**

## **EV INFRASTRUCTURE AND FUTURE POLICY DIRECTION FOR THE BOROUGH**

21 September 2021

The Chairman briefly introduced the item highlighting that it was the first of three witness sessions composing the information gathering phase of the Committee's review into electric vehicles (EVs), EV infrastructure and future policy direction. The Democratic Services Officer then introduced the information report in front of Members as a brief research report outlining the national and local context for the current state of EV's and EV infrastructure.

Poonam Pathak, Interim Head of Highways, was present as the first witness for the review and noted that officers were working closely with the Cabinet Member for Public Safety and Transport in the development of an EV strategy, which would be informed by the Committee's review. It was highlighted that a key objective of any strategy would be to assist in achieving the carbon reduction targets set by the Council. The Committee were informed that officers had undertaken a soft market test with regard to publicly available EV charging point provision to understand the funding available in this area, specifically the 75% grant from central government under the ORCS funding (On-Street Residential Chargepoint Scheme) whereby only 25% of costs would be incurred by the Council. Additionally, officers had liaised with other London Boroughs to recognise the experiences and challenges faced when approaching the delivery of EV charging infrastructure; Members concurred that the prospective provision of EV infrastructure would be a challenge for all local authorities, specifically Hillingdon as the London Borough with the highest ratio of car ownership amongst residents.

It was highlighted that the Council currently had 11 sites in the Borough where publicly available EV charging was available, these 11 sites hosted over 30 charge points. The Committee were informed that these charge points were outdated and some were not in a good working condition. Officers planned to replace these charge points with updated models to suit modern EVs and to identify new locations in the Borough where there may be a demand for publicly available EV charge points, examples included Council operated car parks and housing estates. A tender exercise was currently being undertaken for the provision of these charge points. Members were interested in the distribution of charge points across the Borough as it would be key to the success of any prospective delivery of publicly

available charging points; a Member highlighted that there was a grouping of charge points around Heathrow Airport in the south of the Borough leaving the rest of the Borough with less provision currently. Officers stated that decisions regarding the location of new charge points would be data led by demand.

The Committee queried what procurement frameworks were available and had been explored by officers with regard to EV charge point procurement. Members were informed that officers had explored numerous frameworks including Kent County Council, Transport for London and Crown Commercial Service procurement frameworks to engage with EV charging suppliers, including fully funded options with zero cost to the Council for the installation and maintenance of public charging points.

With regard to public demand for EV charge points, it was noted that currently there was not a significant demand or increase in demand however, an increase was expected over the coming years; it was highlighted that most charging would be expected to take place at an individual's residence. The Committee requested information on exactly how much demand was coming from residents.

Members noted that roughly one third of households in Hillingdon did not have off-street parking, notably those in terraced and flatted developments. The Committee sought to understand the rough distribution of households without off-street parking around the Borough. The Committee discussed the future of petrol stations and highlighted that many of the larger companies already had plans in place to convert stations to EV charging only which would play a large part in facilitating the transition to EVs.

Members highlighted that the report showed Hillingdon to be in the top 20% of local authority areas in the country for the number of EV charge points per 100 thousand people, specifically that the number did not reflect charge points that are publicly available and therefore was not truly representative from a public perspective. It was noted that the figures included charge points installed privately by workplaces in the Borough which were available to employees of the particular workplace but not the wider public.

The Committee also highlighted that, although the map of charge points provided in the report was useful for providing a context of the density of charge points in West London and areas adjacent to Hillingdon, its scope was too wide and it lacked clarity on the availability within the Borough itself.

With regard to planning policies, and to the give the Committee a clearer picture of the requirements upon private developers relating to the provision of EV charging infrastructure, the Committee were minded to invite a representative from the Council's Planning Department to attend a future meeting as a witness. It was briefly noted that central government were introducing policies requiring all new developments to feature EV charging provision. Members raised concerns that developers may install cheaper EV charging units which deliver lower levels of power and therefore require longer charge times, creating charging pressures where multiple residents require access to the development's charging infrastructure. This was highlighted as becoming a potential problem as more residents transition towards EVs. With regard to future witnesses for the Committee's review, it was highlighted that prospective witnesses would be discussed through the Chairman with Democratic Services and that the Committee would be notified of who the witnesses were ahead of each session.

The Committee also discussed the fact that the provision of EV charge points was not a statutory requirement placed upon local authorities, however it was noted that this could change in the future. With regard to the Council's obligations, it was highlighted that the Council should be doing what it can to support the transition to EVs but the Council did not

currently provide petrol stations or other such utilities, for example internet provision.

**RESOLVED That the Committee noted the contents of the report and used the first session of the review to enquire as to the Council's existing stance on Electric Vehicles and EV Infrastructure.**

**EV INFRASTRUCTURE AND FUTURE POLICY DIRECTION FOR THE BOROUGH:  
SCOPING REPORT**

28 July 2021

The Chairman introduced the item highlighting that a scoping report had been prepared ahead of the Committee's review into electric vehicles (EVs) and EV infrastructure in the Borough. The report outlined the background, scope, timeframe and potential lines of enquiry for the review. The Committee were invited to make any amendments that they saw fit.

A Member highlighted that the scoping report referred to the expectation that the review's findings and recommendations would be presented to Cabinet not for immediate implementation but to offer guidance and direction in helping to shape future policy; it was noted that this should be justified given the Council had acknowledged a climate emergency. The Committee noted that the technology associated with EVs and EV infrastructure was evolving incredibly quickly and it was imperative for the review's findings to be applicable to the medium and long term rather than the immediate term where specific technologies may become obsolete. It was also highlighted that the local elections scheduled for May 2022 could change the makeup of the Council and Cabinet and the Committee's review would be a key tool in helping that Council develop its EV policies.

The Committee noted that EV infrastructure was a far-reaching topic and the scoping report was a good starting point. A Member highlighted for the Committee's information that the House of Commons Transport Committee had just published a report on zero emissions vehicles which highlighted challenges to the delivery of public EV charging provision.

**RESOLVED:**

- 1) That the Select Committee commented on and considered the scoping report; and,**
- 2) Agreed the scoping report to initiate the review into EVs and EV Infrastructure.**