

1. EV (Electric Vehicles) Charging Strategy

Victoria Upton (VU, Traffic Manager):

Part 1 was introduced in November 23. Part 2 is from now, 2025 to 2030. It will concentrate on EV infrastructure with LEVI funding (UK fund: £343m, £3.9m to WAFC).

There is currently a public consultation until 2.3.25. There will be an increased number of chargers. There is expected to be an 80% increase in new EV vehicles by 2035 and after that the only new cars that will be sold will be electric.

In October 23 two percent of cars were electric. By 2028 there will be 350 new chargers on the streets (of WAFC area). 60% of households with no off-road parking will be within a 3 minute walk of a charger. There will be on-street and carpark based chargers. Most will be 7-22 Kilowatt chargers (50-100 Kw chargers are much more expensive).

35,000 (30%) in WAFC area have no off-street parking. These households will need to rely on public charging network. Only 12% of residents are within a 5 minute walk of a public chargepoint. The strategy proposes installing chargepoints (CPs) on-street (bollard lampost chargers) and in car parks in significant volumes over the next five years. Two CP operators will be employed who will take responsibility for all operational and maintenance costs over 15 years. This transfers the risks and liabilities of the assets onto the CP operator (CPO).

In September 2024 there are 336 CPs in the WAFC area, with 65 on WAFC property (carparks etc). Many of these are ageing and reliability depends on the CPO. The spread of these CPs is not equitable, resulting in large areas having no provision which is impacting on EV uptake and ease of charging for existing EV owners.

By 2030, WAFC will require an estimated 1860 CPs to meet the projected growth in EVs. By 2035 this number is expected to rise to 3,388 CPs. This area is falling short despite deploying Rapid CPs.

Site selection: Areas where there is less off-road parking. Town and parish councils will be contacted. There will be annual open days promoting EVs.

By summer 2027 there will be an increase of 500 new CPs, by 2030 this will increase by 1500. 60% of households will be within a three minute walk of a CP. All 73 council car parks will have a CP by 2030. Also the council will work with businesses to install CPs for their staff.

M Hanley (MH, L): There are various methods so that residents with no off-street parking can use a CP attached to the front wall of their house. One method is called Kerbo Charge which allows the owner to pass the charging cable through a conduit under the pavement. You have not mentioned this option in your presentation. I asked a question about this at a previous main council meeting (about a year ago) and was told Kerbo Charge was being trialled and the verdict would be made in October 24.

VU: Yes Kerbo Charge is being trialled and we should have the results soon.

MH: Asked whether residents attaching a CP to the front wall of their house would need planning permission. Also, was the reason why few or no super-rapid CPs would be installed that they are much more expensive.

VU. Yes, residents would need planning permission. Yes, 100-150 Kw chargers are very expensive to install because they needed an upgraded electricity supply.

MH: Heard that WAFC are looking to increase their fleet and were considering hybrid vehicles. Advised that hybrid types should be avoided for smaller vans and SUV type council vehicles, as hybrid vehicles would continue to pollute.

VU: Indicated she is conscious of this.

H Hodgkin (HH, LD): Asked about the length of the charge (in a 7Kw CP) and the availability.

VU: That is why we need so many chargers.

L Baker (LB, LD): Asked about sites for CPs.

VU: We will engage with locals and parish councils.

G Simpkins (GS, LD): The grid will need an upgrade in the more remote villages because the electricity supply will not cope.

VU: Yes, we will look into that.

MH: Asked whether local WAF councillors could be involved in discussions as to where to site the new CPs in their towns and villages.

Angela Jones (AJ, Director of Thriving Places): It will go to the locality boards sub-committee on transport.

2. Community Power (CP).

V Taylor (VT, LD): Discussed CP and examples of this. One example was championing the voices of children and support by WAFC for various child-centred organisations. One project is to work with UNICEF.

Treacy Ingham (TI, Assistant Director of Safe and Strong Communities): Discussed working with communities. We plan to work with various projects that are already going on. We need to recognise community skills, capabilities and expertise. Discussed the refugee settlement programme. An initial grants programme was developed last year. Discussed the success of Appleby Emergency Response Group.

MH: Discussed what AMERG (Alston Moor Emergency Response Group) and the work this organisation has done during the pandemic and during heavy snowfalls. Also providing generators to three town and village halls. Also the Alston and Fellside Place Action Group (PAG) has 4 community focussed projects run by community power.

TI: Did not appear to know about AMERG and would be pleased to have more information.

B McEwan (BME, L): We are building on what we already have got.

TI: Yes we have different examples of CP, the PAGs in the Eden area which are looking very promising. The Grant Finder system has been very useful, about 20,000 searches since it was opened last year.

South Lakes gave £330k in grants to the community which enabled £1.5 million in investment.

Claire Notman, Strategic Lead, Safe and Strong Communities): Discussed the changes of approach of this council: traditional council vs community powered, resident passive vs active, transactional relationship vs reciprocal, consultative vs engagement, managerial vs collaborative, competitive vs flexibility.

TI: We have had a consultation with parish councils concerning Highways. There was not much interest in doing things regarding the Highways, but there was more interest in parks and playgrounds.