



# **MINUTES OF A MEETING OF THE INFRASTRUCTURE, SAFETY AND GROWTH SCRUTINY COMMITTEE HELD ON 11th JULY 2024**

**PRESENT:** Councillor M Couchman (Chair), Councillors L Wood, C Adams and L Clarke

**CABINET:** Councillor Carol Dean

The following officers were present: Anna Miller (Assistant Director – Growth & Regeneration), Alice Poulton (Future High Streets Fund Project Officer), Thomas Hobbs (Head of Economic Development and Regeneration), Leanne Costello (Senior Scrutiny and Democratic Services Officer) and Laura Sandland (Democratic and Executive Support Officer)

## **11 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor M Clarke, B Price, Natalie Statham and M Bailey.

## **12 MINUTES OF THE PREVIOUS MEETING**

The minutes of the previous meeting held on 11<sup>th</sup> June 2024 were approved as a correct record.

*(Moved by Councillor L Wood and seconded by Councillor C Adams)*

## **13 DECLARATIONS OF INTEREST**

None.

## **14 UPDATE FROM THE CHAIR**

There was no update from the Chair.

## **15 RESPONSES TO REPORTS OF THE INFRASTRUCTURE SAFETY & GROWTH COMMITTEE**

There were none.

## **16 CONSIDERATION OF MATTERS REFERRED TO THE INFRASTRUCTURE SAFETY & GROWTH COMMITTEE FROM CABINET OR COUNCIL**

There were none.

## **17 TAMWORTH ELECTRIC VEHICLE STRATEGY**

The Chair introduced the report of the Portfolio Holder for Environmental Sustainability, Waste and Recycling detailing the work undertaken in developing the Tamworth Electric Vehicle Charging Infrastructure Strategy, and requested approval from Cabinet for the adoption and formal publication of the Strategy

The Chair confirmed that apologies had been received from the Portfolio Holder and handed over to the Head of Economic Regeneration , Thomas Hobbs to Introduce the report.

The Officer highlighted the following –

- In 2023 Tamworth Borough Council adopted the Staffordshire County Council Electric Vehicle Charging Strategy.
- It was requested that the Council commission a borough strategy and the Council appointed Amey who had produced the county strategy to work on this.
- The strategy looks at how the Council can support residents with their use of electric vehicles.
- The strategy reviews the current situation, it looks at possible future demand within Tamworth and builds on the county work of looking at the need in parts of the community where people can't easily access their own charging facilities, i.e where no off-street parking.
- It sets out some key principles for the borough and give some specific recommendations.
- It recognises that this is a fast-changing environment and the risks of moving forward in a way that may not be the best decision in the long term.

The Committee made the following comments/observations and asked the following questions:

1. What type of chargers are we considering?  
The officer confirmed that the report does not recommend any particular type but suggests where different type of charging may be suitable for different areas. For residents who can charge overnight a slow trickle charge may be sufficient as it is lower cost, however on commercial locations where people may want to charge for half an hour whilst doing their shopping a faster charger may be required.
2. Is there a set amount of chargers we need to have?  
The officer confirmed that there is no requirement to have a certain amount, but the report sets out current demand, which is currently not high compared with the rest of Staffordshire.
3. With fast paced changes to technology and other fuels sources such as hydrogen would it be prudent, whilst continuing with the implementation, to review this is two of years?

The officer confirmed that things may change significantly over the next few years and there are plans to increase numbers in a couple of years so this would be a good time to review.

4. What is the difference between chargers and how do we ensure that the ratio of types of charges meets the needs of the area?

The officer confirmed that the difference between charges is the time it takes to charge. There are slow, fast, rapid and ultra rapid which can charge a vehicle in a matter of minutes, depending on the size of the car and battery, and with that comes a difference in cost, therefore ultra rapid charges which are more expensive to charge, and therefore tend to be delivered by commercial companies in high footfall areas.

5. Why is there such a price difference between chargers?

The officer advised that whilst this is not their area of expertise, this may be because the faster chargers are pulling more power off the grid in a shorter time, but that this is not something the Council have control over unless they install their own chargers which can be very expensive. It would be a possibility to do this or work with a partner but that an external provider does bring with them the expertise. It was confirmed the provider at River Drive would be responsible for the design and development, installation, maintenance and repairs and take on the risk.

6. Would we get any income from the external provider?

The Officer confirmed that they would not get an income from the charges, but they would continue to get an income from the parking charges.

7. Concerns were raised around vandalism, and it was suggesting that when choosing chargers to be fitted that consideration be given to this, i.e fitting underground in areas where there is not CCTV

8. Are we working in partnership with other districts/boroughs and where are we looking at bringing chargers first?

Officers confirmed that the first chargers are to be delivered at River Drive and that they are working with other districts to look at rolling out wider numbers under LEVI funding and more information would be put out about these in the future.

9. A recommendation was proposed that a planning consideration be made to ensure consideration is given to access to charging with residential developments.

The Officer confirmed that this would form part of the Local Plan in the future.

**Resolved that the Committee:**

1. Endorsed the final version of the Tamworth Electric Vehicle Charging Infrastructure Strategy.

*(Moved by Councillor C Adams and seconded by Councillor L Clarke)*

**The following additional recommendations were proposed by the Committee to be consider alongside**

**the report to be presented to Cabinet**

2. That the Strategy be reviewed in two years.

*(Moved by Councillor L Wood and seconded by Councillor L Clarke)*

3. That new developments contain EV charging points.

*(Moved by Councillor M Couchman and seconded by Councillor C Adams)*

**18 WORKING GROUP UPDATES**

There was no update.

**19 FORWARD PLAN**

There were no items identified from the Forward Plan.

**20 INFRASTRUCTURE SAFETY & GROWTH SCRUTINY COMMITTEE WORK PLAN**

The Chair confirmed the items of business scheduled for the next meeting from the work plan.

**21 EXCLUSION OF THE PRESS AND PUBLIC**

Resolved that: That in accordance with the provisions of the Local Authorities (Executive Arrangements) (Meeting and Access to Information) (England) Regulations 2012, and Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting during the consideration of the following business on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 3 of Part 1 of Schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public

*(Moved by Councillor L Wood and seconded by Councillor L Clarke)*

**22 FHSF UPDATE JULY 2024**

Report of the Leader of the Council to provide an update on the Future High Streets Fund (FHSF) programme of works.

**Resolved that the Committee:**

Endorsed the recommendation within the report.

*(Moved by Councillor L Wood and seconded by Councillor C Adams)*

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Chair