

## Appendix 4 – Devon County Council Response

### **Proposed key actions**

1. **Requiring all future residential development proposals (with off street parking) to be “electric ready” to accommodate EV charging.**  
Agree. Where there is also new development with on street or other adoptable parking areas and in particular any developments with predominantly onstreet parking. Provision for future EV charging should also still be considered. i.e. To provide suitable power services/power capacity for future connections to EV chargepoints
2. **To install four E.V. charging points in council car parks in / or close to the Councils local Air Quality Management Areas for Newton Abbot and Teignmouth.**  
Agree
3. **To submit an application for workplace grant aid to install workplace charging points for staff at Forde House Council offices / Forde Road Vehicle Fleet Depot & Offices, Leisure Centres.**  
Agree
4. **To review our vehicle fleet contract in 2021, to replace parts of the fleet with lower emission vehicles except where completely unfeasible.**  
Agree
5. **Unless completely unfeasible to provide E.V. charging points in Council carparks to augment and link-in with the wider strategic charging network, especially in the more remote yet popular locations and destinations.**  
Agree. In a similar manner to the consideration and provision of disabled, motorcycle or even cycle parking in council public car parks. It would be good to see an aspiration for all new public car parks including any new commercial public car parks to have some level of EV charging provision.
6. **Within the Taxi licencing process develop a replacement policy that progressively lowers emission limit requirements for fossil fuelled cars and eventual replacement with Ultra Low Emission Vehicles.**

Agree

As per (5). Consideration of requirements for EV charging in new developments with commercial public car parks including any redevelopment\expansion at existing sites. And considering requirements for EV charging in private parking areas at any new employment sites with staff parking provision above a certain capacity.

Not a direct comment for (6). But it would be good to see some recognition of liaison across licencing authorities regarding ULEV policies for taxi and PHV fleets. Not only to even out the cost burden for operators across the County. But to reduce the chances of any older higher emission Taxis/PHV's poaching trade in the urban areas that may have AQMA's.