

Public Document Pack



County Hall
Rhadyr
Usk
NP15 1GA

Tuesday, 2 February 2021

Notice of Meeting

Strategic Transport Group

Wednesday, 10th February, 2021 at 10.00 am,
County Hall, The Rhadyr, Usk, NP15 1GA

AGENDA

Item No	Item	Pages
1.	Apologies for Absence	
2.	Declarations of Interest	
3.	Discussion on the feedback from the recently circulated questionnaire The Questionnaire is available here: Strategic Transport Group - Discussion Paper on its future role (office.com) Responses to be returned by midday 5 th February 2021.	
4.	Responding to Consultation Documents (as available) 1) Electric Vehicle (EV) charging strategy for Wales	1 - 42
5.	Any Other Business	
6.	Action List from the last meeting	43 - 44
7.	Forward Work Plan	45 - 48
8.	To confirm the notes of the meeting held on 25th November 2020	49 - 54
9.	To confirm the date of the next meeting as 14th July 2021	

Paul Matthews

Chief Executive

MONMOUTHSHIRE COUNTY COUNCIL
CYNGOR SIR FYNWY

THE CONSTITUTION OF THE COMMITTEE IS AS FOLLOWS:

County Councillor Jeremy Becker	St. Mary's;	Liberal Democrats
County Councillor Debby Blakebrough	Trellech	Independent Group
	United;	
County Councillor Tony Easson	Dewstow;	Welsh Labour/Llafur Cymru
County Councillor Linda Guppy	Rogiet;	Liberal Democrats
County Councillor Frances Taylor	Mill;	Independent Group
County Councillor Sheila Woodhouse	Grofield;	Welsh Conservative Party
County Councillor Jane Pratt	Llanelly Hill;	Welsh Conservative Party

Public Information

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A copy of this agenda and relevant reports can be made available to members of the public attending a meeting by requesting a copy from Democratic Services on 01633 644219. Please note that we must receive 24 hours notice prior to the meeting in order to provide you with a hard copy of this agenda.

Welsh Language

The Council welcomes contributions from members of the public through the medium of Welsh or English. We respectfully ask that you provide us with adequate notice to accommodate your needs.

Aims and Values of Monmouthshire County Council

Our purpose

Building Sustainable and Resilient Communities

Objectives we are working towards

- Giving people the best possible start in life
- A thriving and connected county
- Maximise the Potential of the natural and built environment
- Lifelong well-being
- A future focused council

Our Values

Openness. We are open and honest. People have the chance to get involved in decisions that affect them, tell us what matters and do things for themselves/their communities. If we cannot do something to help, we'll say so; if it will take a while to get the answer we'll explain why; if we can't answer immediately we'll try to connect you to the people who can help – building trust and engagement is a key foundation.

Fairness. We provide fair chances, to help people and communities thrive. If something does not seem fair, we will listen and help explain why. We will always try to treat everyone fairly and consistently. We cannot always make everyone happy, but will commit to listening and explaining why we did what we did.

Flexibility. We will continue to change and be flexible to enable delivery of the most effective and efficient services. This means a genuine commitment to working with everyone to embrace new ways of working.

Teamwork. We will work with you and our partners to support and inspire everyone to get involved so we can achieve great things together. We don't see ourselves as the 'fixers' or problem-solvers, but we will make the best of the ideas, assets and resources available to make sure we do the things that most positively impact our people and places.

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Welsh Government
Consultation Document

Electric Vehicle (EV) charging strategy for Wales

Facilitating the transition to net-zero

Date of issue: 2 December 2020

Action required: Responses by 24 February 2021

Mae'r ddogfen yma hefyd ar gael yn Gymraeg.
This document is also available in Welsh.

Overview

This consultation seeks your views on the draft strategy for electric vehicle charging in Wales. The strategy sets out where we are now in Wales providing charging for cars and vans, our charging needs for the decade, and how these can be met.

How to respond

The closing date for responses is 24 February 2021.

You can respond in any of the following ways:

Email:

Please complete the consultation form and send it to: EVCharging@gov.wales

Post:

Please complete the consultation response form and send it to:

EV Charging consultation
Welsh Government
Cathays Park
Cardiff
CF10 3NQ

Further information and related documents

Large print, Braille and alternative language versions of this document are available on request.

Contact details

For further information:

EV Charging consultation
Welsh Government
Cathays Park
Cardiff
CF10 3NQ

email: EVCharging@gov.wales

telephone: 03000 250 615

**Also available in
Welsh at:**

<https://llyw.cymru/strategaeth-gwefru-cerbydau-trydan>



Llywodraeth Cymru
Welsh Government

Electric Vehicle Charging Strategy for Wales

Facilitating the Transition to Net Zero



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From the Minister



Ken Skates MS

Minister for Economy,
Transport and North Wales

This strategy sets out our vision for electric vehicle charging in Wales.

We are at the early stages of a transport revolution that will see the phasing out of petrol and diesel cars and vans. This is essential if we are to meet our aspiration to end Wales' contribution to climate change by 2050, and if we are to improve the quality of the air that we breathe.

This year we are also consulting on a new Wales Transport Strategy setting out my long term vision for an efficient transport system that makes a positive contribution to the economy, to social justice and to our health and well-being, in a way that reduces carbon emissions and the impact of transport on our environment.

We want to increase the use of public transport in Wales and encourage more cycling and walking but we also recognise that electric vehicles will play an important part in the future of transport.

Electric vehicles will bring benefits to consumers, in lower running costs and the ability to charge at a variety of locations but we recognise that providing charging facilities to meet the needs of electric vehicle users will be a big challenge. There are clear commercial opportunities to meet this demand but we will also need to invest in order to deliver our vision of a network of electric vehicle charging that enables consumers to confidently switch from combustion to electric cars and vans. We are proposing to invest £30 million over the next five years to help deliver this vision.

The strategy is intended to support the public, private and third sector, as well as individuals, providing a common framework for understanding and collaboration. Following consultation, the strategy will be accompanied by an Action Plan to track and manage delivery, which will be monitored and reviewed annually.

Whilst the Covid-19 pandemic is challenging our economy and way of living, it has raised awareness of the potential to accelerate the decarbonisation of transport and wider systems to support the transition to net zero. Planning for the transition to electric vehicles is an important part of this.

In sharing this draft strategy, we would like to hear from you to shape the charging infrastructure system you need across Wales

1. Executive Summary

Welsh Government made a climate emergency declaration in April 2019. Early next year we will ask the Senedd to update Wales's statutory emissions reduction pathway to 2050, following Climate Change Committee advice in December. The transport sector, as one of the largest contributors to greenhouse gas emissions in Wales, has a significant role to play.

Welsh Government recognise that this strategy represents the first step for Wales to take targeted action to deliver a vision for electric vehicle charging that meets Wales' unique requirements. This strategy sets out where we are now in providing charging for cars and vans across Wales, our charging needs for the decade, and how these can be met.

It is based on the following vision:

A Vision for Charging in Wales

By 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.

Whilst Wales currently has one of the lower levels of electric vehicle ownership in the United Kingdom, this strategy aims to increase public confidence in the availability of charging infrastructure which will facilitate increased ownership. Engagement with existing and prospective electric vehicle users in Wales has shown that an overall lack of charging facilities and issues with the quality of the charging experience have been key issues. We can work together to implement more charging and a better charging experience across the country,

so that users are confident to make the switch to electric vehicles. This strategy includes the UK Government-led initiatives that apply in Wales, and where Wales can go further to meet our unique and localised needs.

Where users can charge cars and vans at home (with access to off-street parking), this offers the most convenient and cost-effective charging solution. Home charging presents great potential in Wales, where many homes have access to off-street parking. We will introduce requirements for new homes to have charging facilities installed through changes to Building Regulations as well as promoting the wider support available for those wanting to install charging at home.

In order to promote equitable access to charging we need to go further to support those who

are unable to charge at home. Fast charging is installed at many different types of locations (workplaces, supermarkets, on-street, destinations etc.) and will be increasingly important for all users of electric cars and vans, particularly those unable to charge at home. Welsh socio-economic data has been used to predict that we need 30,000 to 50,000 fast chargers to be available in Wales over the next ten years. We plan to introduce measures that will provide high quality fast charging to meet this need, through partnerships and collaboration.

Rapid charging will also be important, especially for long distance journeys. We will need up to 3,500 rapid chargers to be installed by 2030. Welsh Government has started to work with Transport for Wales to bring forward rapid charging on the strategic trunk road network.

Based on policy context, existing and future charging needs and engagement with users and stakeholders, this strategy has identified the following key conclusions to be taken forward to action planning:

- The need for a substantial increase in the number of slow, fast and rapid/ultra-rapid chargers available in Wales. Meeting the need for up to 50,000 fast chargers in Wales, alongside home charging will be a key area of focus to promote equality of access to charging.
- The need for better quality charging, to improve the user experience for electric cars and vans.
- Sustainable, integrated and cross-sectoral planning will facilitate the decarbonisation of energy and transport, and create co-benefits. Welsh Government can create favourable conditions for economic and employment opportunities to be captured in Wales.

- Whilst the supply of power is the responsibility of electricity network owners and is regulated by UK Government and Ofgem, we will work within the current regulatory framework with these stakeholders to plan for the decarbonised grid network (including heat, renewable electricity generation and transport) so that the needs of charging will be met in a way that is efficient for network management incorporating smart technology and being ready to capture the benefits of vehicle to grid.

The modelling for predicting charging needs set out in this document is based on the adoption of fully electric private vehicles from the 'Leading the Way' Future Energy Scenario and a ban on the sale of diesel and petrol cars and van (and hybrids) from 2032. In November 2020 the UK Government's announced that the UK will end the sale of new petrol and diesel cars and vans by 2030, but also allow the

sale of hybrid cars that can drive a significant distance without emitting carbon until 2035. This announcement will not significantly alter the predictions for charging needs referenced in this document but we will review the modelling in advance of the publication of the final strategy.

Section 8 provides the basis for an action plan to accompany the strategy which, following feedback from consultation, will be further developed to track and manage delivery. Welsh Government recognises its enabling role in delivering this charging infrastructure through the use of regulatory and planning levers, as well as land use planning guidance, use of public land and resources, funding, and targeted support programmes. Targeted action planning will be undertaken to meet the rapidly growing need for charging to ensure that a lack of electric vehicle charging infrastructure does not become a barrier to transitioning to electric cars and vans. Welsh Government can create favourable conditions

for economic and employment opportunities to be captured in Wales. It is a key aspiration to develop a framework that captures as much economic activity as possible from the provision, operation and maintenance of these facilities within the Welsh and local economy.

Delivering the aims of this strategy will require significant levels of investment. There are clear commercial opportunities in electric vehicle charging but we recognise that targeted investment by government in areas where provision is not up to standard will be necessary. Welsh Government is proposing to invest in the region of £30m over the next five year period on electric vehicle charging to make this strategy happen. Technological change will influence the shape of electric vehicle charging infrastructure in the future, including improvements in battery technology, micro-mobility, autonomous vehicles and hydrogen. These aspects will be kept under review as part of ongoing action planning.

2. Vision and Scope

There is an immediate need for more charging and better charging infrastructure to facilitate consumer confidence in making the switch to electric vehicles.

The following vision will help stakeholders plan for charging infrastructure and their role in delivering or accessing it. Whilst charging infrastructure can be delivered by a variety of means, government has an enabling role. Setting the vision is the first step.

Vision

A Vision for Charging in Wales

By 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.

Scope

This strategy sets out current provision of charging in Wales, the number of chargers, types of chargers and standards of charging required over the next ten years, and the future changes that should be considered. The strategy covers the period until 2030, yet we recognise the urgency of taking action now to put us on the right path by setting the

vision for 2025. This strategy focusses on cars and vans used by private individuals, businesses and taxis to meet predicted need of users with the most immediate and measurable need. As the forthcoming ban on the sale of petrol and diesel cars and vans by 2035 also applies to hybrid vehicles, this strategy focusses on supporting the charging needs of cars and vans that are entirely electric. In the short term, better charging provision will also enable hybrid vehicles to charge. There is potential for the date by which the sale of combustion cars and vans will end to be brought forward to earlier than 2035, subject to consultation. This is further discussed in Section 5 of the strategy, and the implications of an earlier date (in line with the Committee on Climate Change recommendations) has been considered.

The future of electric charging will also need to consider the impact of market changes including the necessary transition of freight, public transport and more integrated multi-modal transport systems. Other technologies (such as hydrogen) will in future have a role to play alongside electrification. The longer term and bespoke charging needs of other vehicle types means that further planning will be required. Whilst these aspects are outside of the scope of this strategy, commentary is provided in Section 6 in order to provide context. Welsh Government is consulting more widely on planning for the decarbonisation of transport, and continue to monitor additional implications that this may have on electric vehicle charging.

3. Background and Context

Wales legislation, policy and plans

The Environment (Wales) Act 2016 established an 80% emissions reduction target for 2050, while regulations passed in December 2018 set interim targets for 2020, 2030 and 2040, as well as the first two carbon budgets (2016-20 and 2021-25). Ministers have since declared a climate emergency and have committed to strengthening Wales's targets early next year. The transport sector, as one of the largest contributor to greenhouse gas emissions, has a significant part to play in achieving net zero.

Planning Policy Wales (2018) states that we should ensure our transportation infrastructure is adaptable to future advances in innovation (e.g. electric vehicles) and that we should ensure progress is made towards a shift to low or zero emission means of road transport.

In March 2019, the Welsh Government published "*Prosperity for All: A Low Carbon Wales*"¹ where it sets out how Wales aims to meet its carbon targets. This includes proposals to address the adoption of electric vehicles and the required charging infrastructure. The policies aim to:

- Increase the uptake of electric vehicles (including battery electric vehicles, hybrids and plug-in hybrid) and promote active travel;
- Reduce the carbon footprint of buses, taxis and private hire vehicle fleets to zero emissions by 2028;
- Explore the possibility for all new cars and light goods vehicles in the public sector fleet in Wales to be ultra-low emission by 2025, and where practicably possible, all new heavy goods vehicles are ultra-low emission by; and
- Invest in public charging infrastructure to at least meet the demand created by 60% of new sales for cars and vans being electric vehicles by 2030.

In October 2019, the Welsh Parliament Economy, Infrastructure and Skills Committee inquiry heard that urgent action is required in order for Wales to lead in making our transport systems greener and cleaner.

The next Low Carbon Delivery Plan is expected to be published in 2021, setting out more detail on the pathways and delivery of carbon budgets.

The Wales Transport Strategy sets the framework for decarbonisation of the transport sector as a whole. This strategy has been created to sit within the context of the Wales Transport Strategy as a specialist and priority topic area, where urgent action and cross-sectoral integration (across the energy and transport sectors in particular) is required.

¹ Welsh Government (2019). "*Prosperity for All: A Low Carbon Wales*".

UK Legislation, policy and plans

The Department for Transport is developing a Transport Decarbonisation Plan, which will set out actions for government, business and society to deliver the significant emissions reduction needed across transport. The need to support electrification, alongside other measures including demand reduction, is clear.

The UK Government and the Department for Transport has started investing in electric vehicle charging infrastructure, across a number of planned programmes. The Department for Transport's 'Project Rapid' is planning to facilitate charging at Motorway Service Areas, including along the M4 in South Wales. The UK Office for Low Emissions Vehicles administer grant funding schemes for home charging, workplace charging and on-street charging, as detailed in Section 4.

A public-private sector organisation, the Low Carbon Vehicle Partnership was established in 2003, to accelerate the shift to low carbon vehicles. Their most recent review in 2020, identified three urgent priorities:

- 1. "The urgency of developing standards and codes of practice to enable interoperability and the sharing of data within the electric vehicle sector and with the electricity system.**
- 2. The need for effective local and national planning and coordination to enable efficient investment, mediating the balance between future-proofing and asset stranding.**
- 3. The criticality of smart charging; underpinned by a resilient network and clear market signals, to reduce the cost of supplying millions of EVs".**

Emerging projects and plans led by the Department for Transport, alongside recommendations of the Low Carbon Vehicle Partnership, provide a framework for the public sector to take action on facilitating the provision of electric vehicle charging which are largely applicable to England. The Automated and Electric Vehicles Act 2018 provides the UK Government powers to introduce further measures to regulate and shape future charging provision. The actions listed in Section 8 of this strategy adopts and expand upon the principles being established in order to promote coherence and a user experience that meets (and where appropriate exceeds) standards being set across the UK, as well as meeting the additional unique requirements for Wales.

Charging infrastructure

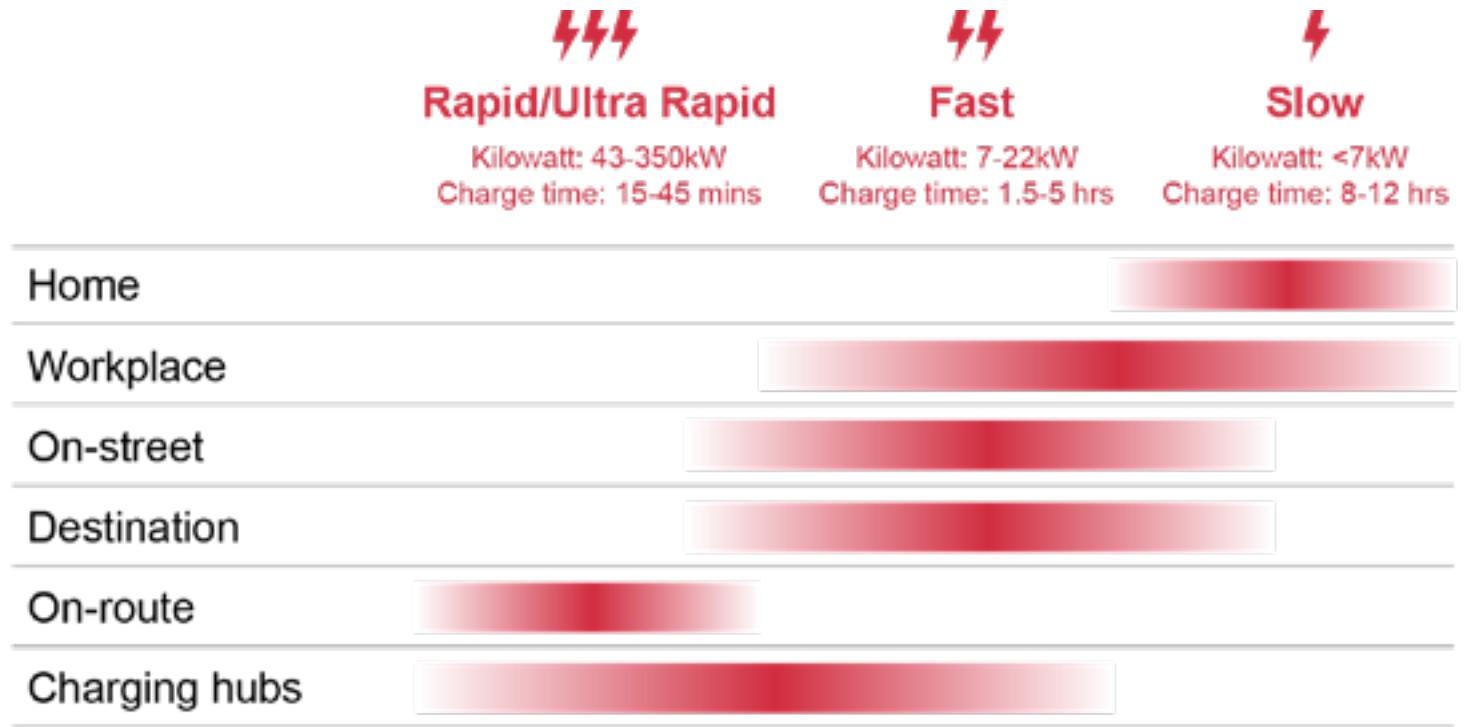
Electric vehicle users have a range of options as to where, how and when to charge their cars. The patterns that users adopt (known as 'charging behaviours') vary according to personal circumstances and need, with the key influencing factors when users have a choice being the time it takes to charge, convenience and the cost.

Charging at home, where available, is typically the cheapest and most convenient form of charging (known as 'slow' or 'trickle' charging). Not all users have access to charging at home, as this is difficult without a driveway. Most users will require charging away from home at some point, especially on long journeys. Away from home, the type of charging most suitable depends on the length of time a user may stay at that location.

The cost of charging is highly variable, depending on vehicle type, charging type, whether a user is fully charging, or topping up, and payment arrangements (such as membership schemes or free charging bundled with other services). Rapid charging is usually most expensive for the user, on a pence per kilowatt hour basis. Higher powered charging provides a faster charging experience, and also places more demand on the electricity network, as set out below hence the higher cost.

Certain charging types are typically suited to certain locations, as illustrated below and further explained in the following sections:

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Home charging

Description: Home charging is the cheapest and most convenient form of charging, usually slow charging overnight.

Likely target users: Users with off-street parking.

Barriers: On existing properties, the onus is on the user to arrange installation. Our engagement shows that users could be better supported with clear and consistent information. Local grid constraints can in some circumstances impact the viability or effectiveness of charging at home.



Workplace charging

Description: Workplace charging is typically provided in private car parks. Charging can be slow or fast and offers a convenient way to recharge an electric vehicle for employees and business fleet.

Likely target users: Employees, business fleet users.

Barriers: Parking space availability. May incentivise behaviours to use private vehicles rather than more sustainable transport modes, where possible.



On-street charging

Description: Stand-alone pillars, typically 'fast' chargers provide on-street charging. Dedicated kerbside charging points have been developed that avoid cables trailing across footways.

Likely target users: Users with no off-street parking, such as terraced housing. Visitors to destinations where on-street parking is available.

Barriers: Managing parking to ensure that users have access when they need it, and others don't block spaces when not charging. Funding and arranging installation can be time consuming, especially where grid is constrained.



Destination charging

Description: Fast charging is provided at destinations where the user may park for a number of hours, e.g. gym, cinema or shopping centres. Hotel chains may take advantage of the overnight charging, and use slow charging as it is more cost-effective.

Likely target users: Destination visitors.

Barriers: Not strategically planned or managed – based on individual investment decisions at destination.



On-route charging

Description: On-route charging is used to top up midway through a journey, for example at motorway service areas.

Likely target users: Business travel users, private leisure users, freight and logistics.

Barriers: Market segmentation, incompatibility across charging equipment and supporting payment and data infrastructure, lack of strategic planning. Sufficient grid capacity must be available to accommodate high powered charging.



Hub charging

Description: Hub-based charging can be at centralised or out-of-town locations, and include different types of users, as part of a multi-modal transport strategy. A mix of charging types would be required to service different user needs. There is the potential for synergies to offer greater value.

Likely target users: Taxis, buses, business fleet, park and ride/multi-modal transport users, car rental companies, freight and logistics.

Barriers: Land availability, grid capacity, cross-sector integration, new delivery models are required to deliver multi-modal transport services.

4. Current Charging Infrastructure in Wales

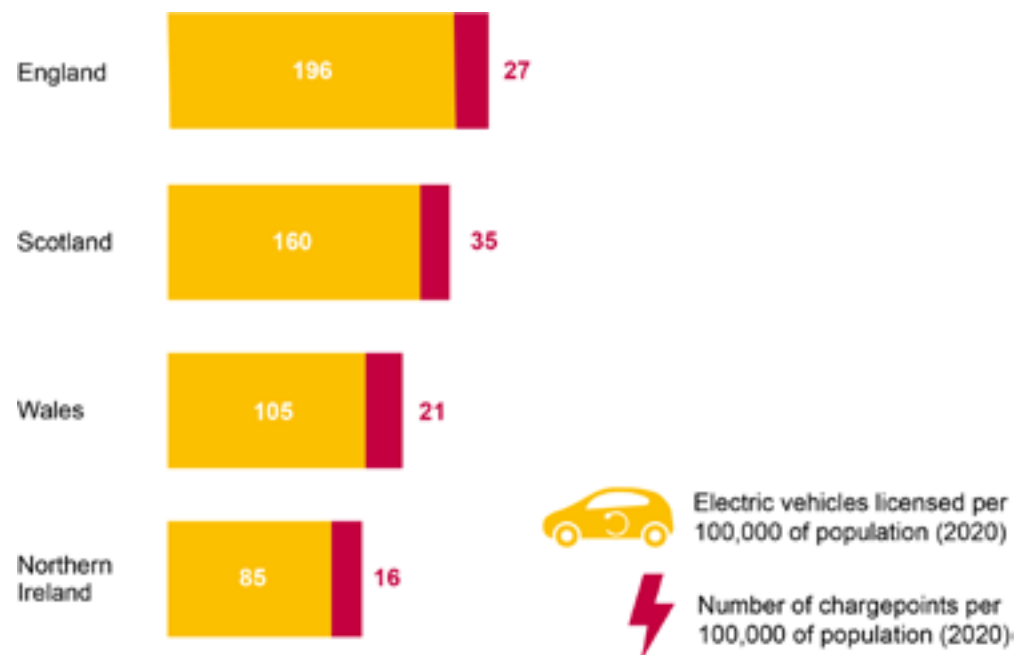
The following provides an outline of where Wales is in the context of the rollout of electric vehicle charging infrastructure, and how the market is developing across different charging types. We know that we must improve the provision of electric charging across Wales, so that users are confident to make the switch to electric vehicles.

Total number of charge points in Wales

Whilst Wales currently has one of the lower levels of electric vehicle ownership in the United Kingdom, this strategy aims to increase public confidence in charging, which will facilitate increased ownership.

Wales is currently behind England and Scotland in terms of the number of chargers available and electric vehicle ownership. The relationship between the number of chargers available and electric vehicle ownership is positive (i.e. more charging supports increased electric vehicle ownership), but slightly different for each part of the UK. Other factors such as geography, demographics, prosperity, policy and institutional frameworks are influential, emphasising the need for this strategy to consider circumstances specific to Wales.

Public charge points and electric vehicles licensed per 100,000 of population by UK regions^{2,3}



² Department for Transport (2020). Battery Electric Vehicles or BEV (subset of ULEV) licensed at the end of the quarter by upper and lower tier local authority

³ Department for Transport (11 August 2020). Electric vehicle charging device statistics July 2020

Electric Vehicle Market Penetration⁴

determined by number of electrical vehicles compared to the number of total vehicles.

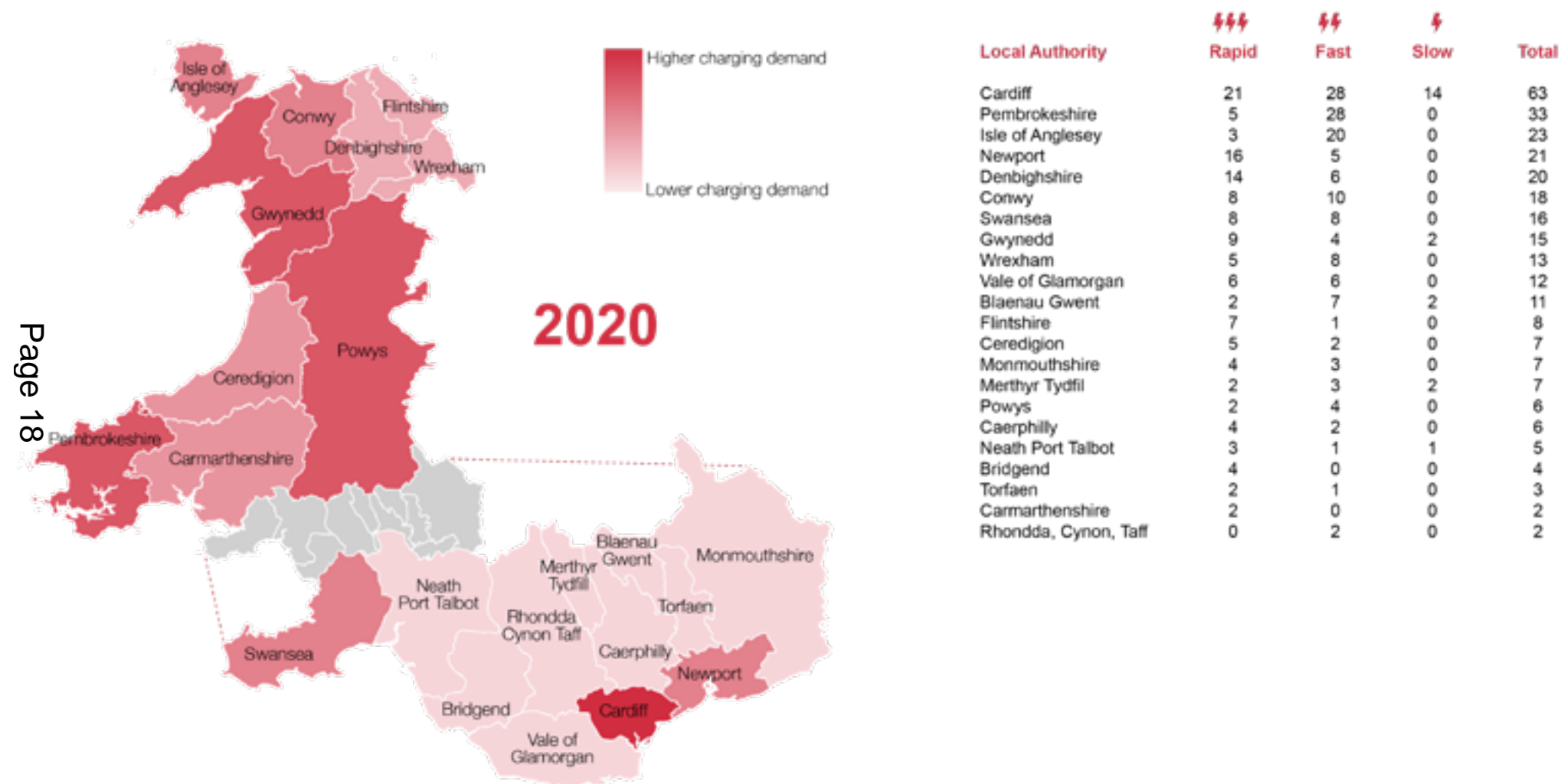
WALES
Page 17
0.17%

UK
0.32%

The unique geography and demographics of Wales frame the challenges that we face in providing better charging. Rural areas and economically disadvantaged areas of Wales are particularly underserved, with large 'gaps' in the rapid charging network for long distance travel. The following graphic also indicates very low numbers of charge points in local authority areas around the South Wales valleys, and localised differences between local authority areas. These factors are important when defining unique actions for Wales in Section 8.

⁴ Department for Transport (2019), Vehicle Licensing Statistics. Available at: www.gov.uk/government/collections/vehicles-statistics

Number and location of chargers in Wales in 2020⁵



⁵ Data extract from Chargepoint Registry July 2020

Types of charging in Wales

Home charging

Adoption in Wales: As the cheapest and most convenient form of charging, where users have access to off-street parking they will predominantly charge at home. Users are responsible for installing their own charge point at existing properties. There are currently a few thousand charge points installed at homes in Wales⁶. Charging at home in Wales offers huge potential, a large proportion of houses in Wales (varying across local authority areas) have off-street parking that can be used for this purpose, although it is hugely variable across different parts of Wales. Urban areas in Wales tend to have more houses with off-street parking than major UK

cities such as London. Over 50% of homes in Cardiff, for example, have access to off-street parking.

Delivery in Wales: Residents wishing to install a charge point can apply to The Electric Vehicle Homecharge Scheme (EVHS) which provides grants of up to £350 per charge point.

Direction of travel: The Energy Performance Buildings Directive, to be transposed into Welsh Building Codes (see Section 8), signal the requirement for all new homes with associated parking to have electric vehicle charging installed, and place the same obligations on any refurbishment scheme covered by the Code.

A number of energy providers are offering combined electric vehicle charging and home energy tariffs. These 'smart tariffs' incentivise users to charge overnight, when electricity can be cheaper and more efficient for managing the grid network. The Office for Low Emissions Vehicles has recommended that this be mandated.

As more people install home charging, limits of the local grid capacity could start to restrict access. This would undermine user confidence in being able to charge when they require. Smart charging seeks to avoid this happening through efficient use of the grid network mitigating peaks and troughs in load where possible. Welsh Government will work with DNO's, National Grid and Ofgem to promote a regulatory framework that allows the Electricity industry to cost effectively deliver the changes to enable networks to provide the power needed to deliver net zero across Wales.

Workplace charging

Adoption in Wales: There are approximately 320 workplace chargers installed in Wales⁷.

Delivery in Wales: Employers are primarily responsible for installing charging at workplaces, although in rented commercial properties tenants may need to make arrangements with landlords. The Workplace ChargePoint Scheme run by the Office for Low Emission Vehicles provides access to a grant of up to £350 per charge point.

Direction of travel: There is an ambition in Wales for public sector to switch fleet vehicles from combustion to electric as soon as possible. To enable this to happen we might expect much more charging at workplaces to be installed. Many larger businesses are seeking to adopt charging as part of corporate commitments to net zero.

6 3,500 domestic charge points in Wales received grants from the Electric Vehicle Homecharge scheme as of October 2020.

7 Based on the number of charging sockets in Wales supported by the Workplace Charging scheme as of October 2020.

On-street charging

Adoption in Wales: There are at least 145 on-street chargers in Wales⁸

Delivery in Wales: Local authorities are leading the roll-out of on-street charging. The On-Street Residential ChargePoint Scheme from the Office for Low Emission Vehicles helps local authorities to partly fund the capital costs of installation (up to £7500 per charge point). The Welsh Government Local Transport Fund is also a source of funding accessible to local authorities.

Direction of travel: The Office for Low Emissions vehicles is considering what further incentives may be provided in support of on-street charging.

Destination charging

Adoption in Wales: There are approximately 300 destination chargers, at approximately 150 locations across Wales⁹.

Delivery in Wales: Partnerships are increasingly being used to deliver electric vehicle charging. In this model, organisations that provide goods and services partner with a charge point operator to provide charging across a number of sites. Some supermarkets, for example have announced plans to do this.

Direction of travel: Partnerships between automotive organisations are emerging in order to consolidate services for both the physical infrastructure and soft infrastructure (such as payment and customer support). Alternative models of localised charging include Welsh community partnerships, such as TrydaNi, which consolidates a number of community interest and community energy companies to provide charging infrastructure to areas in need. It is expected that business will continue to lead the uptake, but that in order to gain coverage that includes hard-to-reach communities, further investment will be required in community-based solutions.

On-route charging

Adoption in Wales: There are approximately 130 rapid chargers providing on-route charging at approximately 70 locations across Wales¹⁰. There are however significant 'gaps' in the network, particularly for journeys up and down the country north to south/south to north. Whilst in England rapid charging is widely available at a distance of at least every twenty miles, the provision in Wales is much more sparsely distributed.

Delivery in Wales: Delivery has been led primarily by the market to date. Rapid charging typically carries a cost premium, which has resulted in investment from the automotive and energy sectors. Sites are most profitable at locations with highest traffic volumes and to date a market-led approach means that there has been little strategic planning to meet the needs of users.

8 145 charge points in Wales supported by the On-Street Residential Chargepoint Scheme funding as of October 2020.

9 Refers to connection points identified in the National Chargepoint Registry (2020)

10 Refers to connection points identified in the National Chargepoint Registry (2020)

Transport for Wales has been tasked by the Welsh Government to lead a project to install rapid charging at a handful of strategic locations. The Transport for Wales project consists of £2 million funding and proposed concession agreements to facilitate the installation of rapid charging and key points in Wales' transport network. The project is a first step in seeking to address gaps in the network to increase user confidence in the availability of charging facilities on long distance journeys. The Department for Transport is also leading a programme to identify charging needs at services at Motorways Service Areas, including the M4.

Direction of travel: The UK government has signalled that it expects the industry to start to support roaming, which gives users the ability to pay on multiple charge points with a single card. The industry will be required to support the consolidation and integration of driver services including payment platforms. This includes a common digital language or 'protocol'. The Office for Low Emission Vehicles has called for this to be in place by 2021.

Hub charging

Adoption in Wales: To date, there are no charging hubs in Wales.

Delivery in Wales: Partnerships and collaboration across the public and private sector will be the most effective way to maximise the co-benefits of different charging types and charging facilities provided at one location. The model would be specific to the location and services provided, and would see hubs being integrated with renewable energy generation schemes and energy storage facilities. This approach could provide a means of providing charging hubs in rural areas together with mechanisms to return benefits to communities.

Direction of travel: Charging hubs offer opportunity to support Welsh Government aspirations for integrated decarbonised travel as outlined in the forthcoming Wales Transport Strategy.



Case Study: TrydaNi

TrydaNi-Chargeplace Wales Cyf. is dedicated to addressing the electric vehicle charging needs of residential communities, organisations and visitors across Wales with a network of active member groups in Carmarthenshire, Gwynedd, Monmouthshire, Neath Port Talbot, Powys and Cardiff.

TrydaNi is a charge point operator – installing, operating and maintaining a growing number of fast chargers and providing bilingual customer services. As a community benefit society, it aims to retain charging revenues in the Welsh economy by facilitating community ownership of charge points. The society's profits can be reinvested to improve the TrydaNi network to help further decarbonise transport in Wales.

It seeks to support local businesses as installation and maintenance contractors and associated ventures such as car-sharing clubs.

5 Future Charging Needs of Wales

In order to predict the number and type of charging requirements for Wales, so that charging does not become a barrier to the adoption of electric vehicles, the strategy has estimated the scale of need for charging electric cars and vans over the next decade.

Wales' charging needs are considered in the context of the Wales Transport Strategy, and the shift towards decarbonised and integrated mobility. Meeting our predicted need for charging will contribute to successful outcomes and actions for the decarbonisation of transport as a whole, as further detailed in Section 7 and 8.

Charging needs to 2030

Demand for electric vehicle charging is a function of the number of electric vehicles on the road and charging behaviours. Charging behaviours have been modelled based on a number of assumptions about where and how people will use the charging network, which results in a credible range of outcomes.

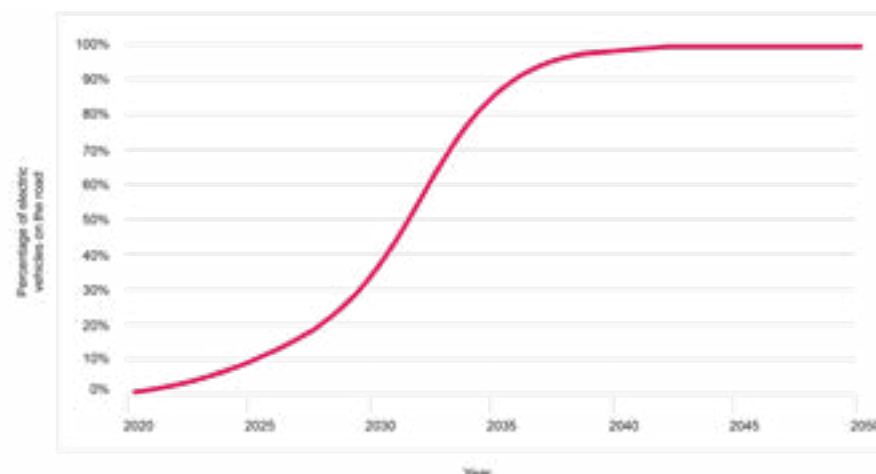
Number of electric vehicles on the road

As drivers transition from internal combustion vehicles to electric cars and vans, it is predicted that the increase in number of electric vehicles on the road will follow an 's-curve' over time. This is illustrated below, representing the percentage of total cars in the UK that would be electric

over time. It illustrates the shift to approximately 30% electric vehicles by 2030, and 90% electric vehicles by 2035, supported by charging provision, technology maturity, incentives, regulatory change and incentives. Recent evidence from electric vehicle registrations supports this model. Over the last year data from the International Energy Agency has shown that sales of electric vehicles in Europe have increased by 50%. This strategy uses

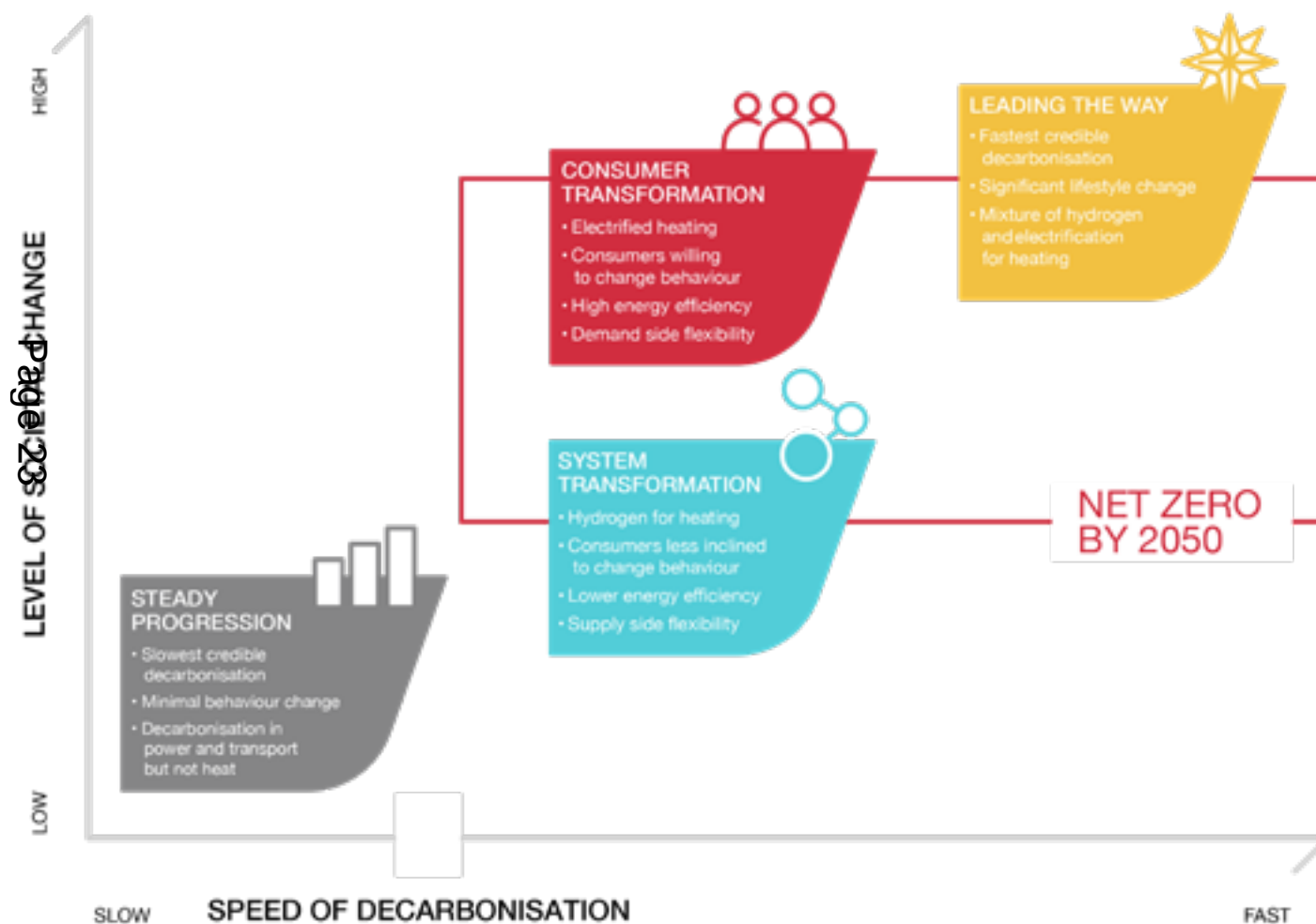
forecasts for the number of electric vehicles on the road produced by National Grid under their Future Energy Scenarios publication. The Leading the Way scenario has been adopted to model an approach where the transition from combustion to electric vehicles happens most effectively, supported by adequate charging.

Electric vehicle uptake curve based on 'Leading the Way' Future Energy Scenario 2020



National Grid Future Energy Scenario – Leading the Way

The National Grid Future Energy Scenarios 2020 establish four credible pathways for the future of energy over the next 30 years.



National Grid published a range of scenarios and their implications on energy demand and ability to meet net zero by 2050. The scenarios look at the whole energy system, including transport and the role of electric vehicles.

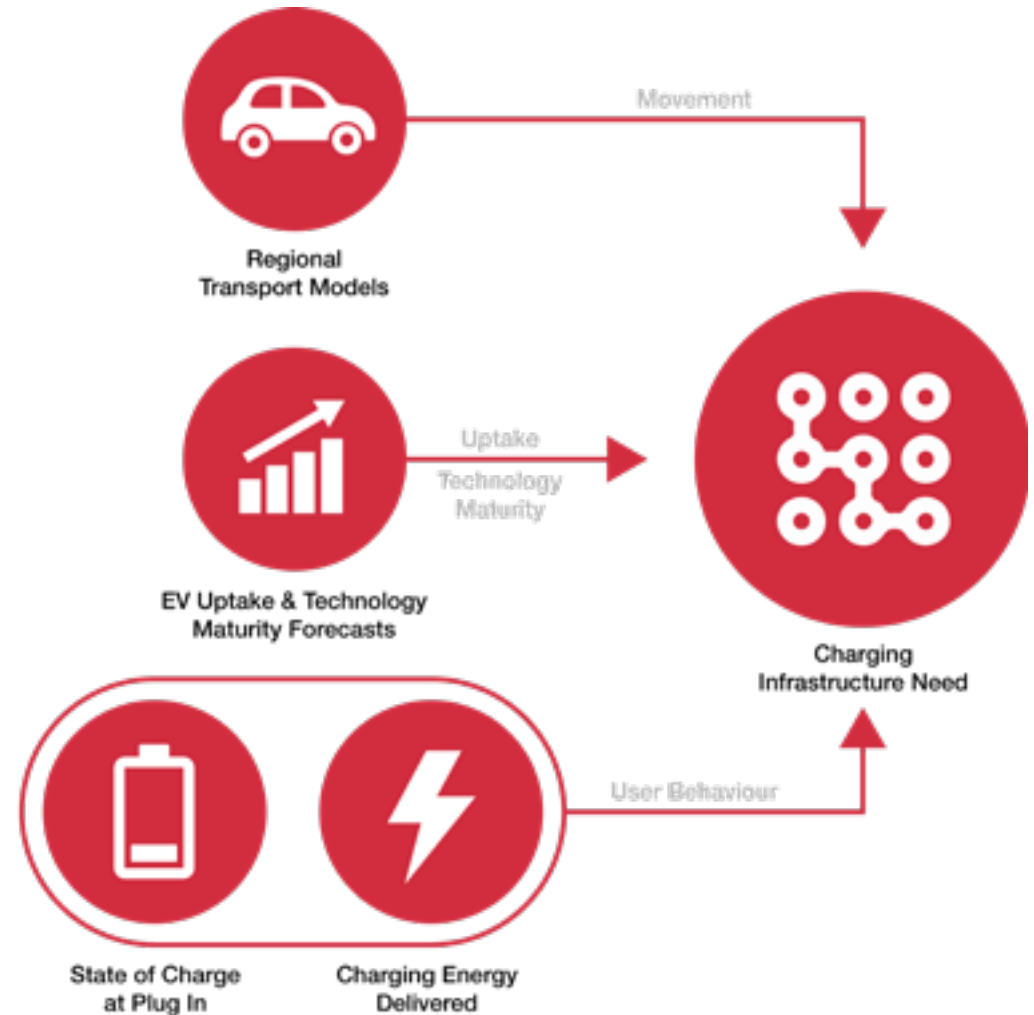
The electric vehicle charging market is rapidly changing, and therefore any estimate of the scale of future demand is based on a number of assumptions that will inevitably change over time. A high electric vehicle uptake scenario (Leading the Way) underpins the estimates that follow as it represents a scenario where charging infrastructure is not a barrier to electric vehicle uptake. From 2032 onwards, the scenario expects that the purchase of internal combustion cars and vans will cease. On 18th November 2020 the UK Government announced that the cessation will be brought forward to 2030. This announcement will not

significantly alter the predictions for charging needs referenced in this document but we will review the modelling in advance of the publication of the final strategy.

In the 'Leading the Way' and 'Consumer Transformation' scenarios by 2030, the capacity available for vehicle to grid energy storage exceeds 1GW, and half of all cars are battery electric vehicles by 2035. The 'Systems Transformation' and 'Steady Progression' scenarios see half of all cars being battery electric vehicles by 2040. Vehicle to grid capacity would exceed 1GW by 2040 and 2045 respectively.

Charging scenarios

Welsh transport data as well as socio-economic data and observations of electric vehicle charging behaviour have been used to provide bespoke, holistic, data driven scenarios for Wales. The method considers the ability to charge at home, the most popular locations for different types of journey and usage patterns for different charger types (Section 4 provides the context for this in Wales). It is based on industry standard traffic modelling and assumptions about the distances drivers of electric vehicles will be able to cover as battery technology improves.



Predicting the need for charging

As set out in Section 4, publicly available charging infrastructure can be broadly divided into fast and rapid/ultra-rapid charging speeds. The relative balance of these charging types will depend on a number of factors including user behaviour and preference, infrastructure costs and pricing. To account for the large number of variables, two bespoke scenarios have been developed: one weighted towards the widespread use of fast charging and the other towards the widespread use of rapid chargers. Each scenario includes all types of charging and the relative balance is based on a series of credible assumptions detailed below. Home charging is represented by slow charging on the basis that if users can charge at home they will – and therefore remains the same in both scenarios.

Fast charging dominant

This scenario is based on the widespread use of fast charging at destinations, on-street, hubs and/or workplaces (during stays of several hours or more). This scenario places less demand on the electrical grid network, and therefore can be more cost effective. The scenario relies less on vehicle and battery performance improvements, where cheaper or second-hand cars and vans are more accessible.

Rapid charging dominant

This scenario is based on the widespread use of rapid chargers where users quickly recharge batteries at charging hubs and other locations. This scenario assumes that car batteries continue to improve in size and battery performance and that the grid network will meet the additional electrical requirements.



Predicting charging needs

The number of chargers that could be needed, and the types of chargers needed has been predicted for each local authority across Wales, based on the following. As with any quantitative modelling, some simplifications and exclusions have been appropriately made.

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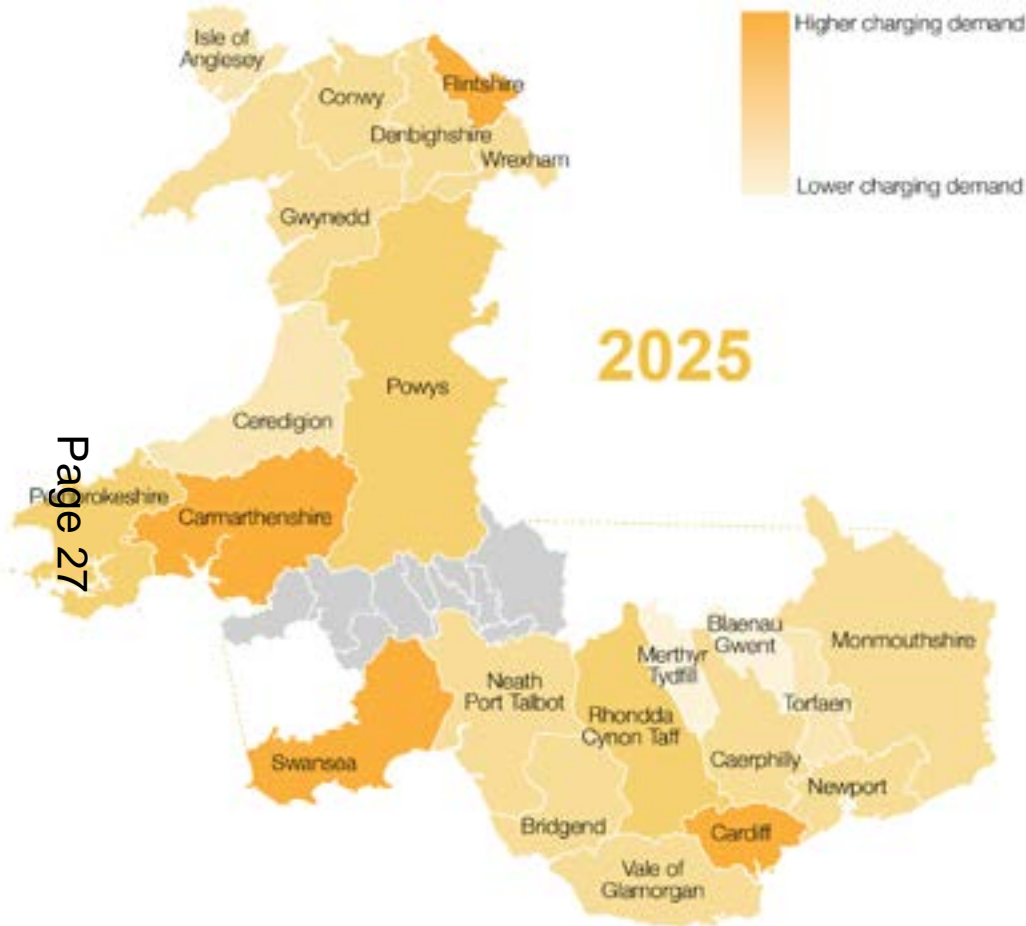
Inclusions:

- Rapid uptake in the adoption of fully electric private vehicles based on Future Energy Scenarios and a ban on the sale of diesel and petrol cars and van (and hybrids) as anticipated in the 'Leading the Way' scenario.
- Rapid uptake in electric taxis and private hire vehicles, based on the requirement in Wales for all taxis and private hire vehicles to be ultra-low emission by 2028.
- The bespoke higher intervention and lower intervention scenarios relating to how fast and rapid chargers are used and how much energy is delivered per charging event.

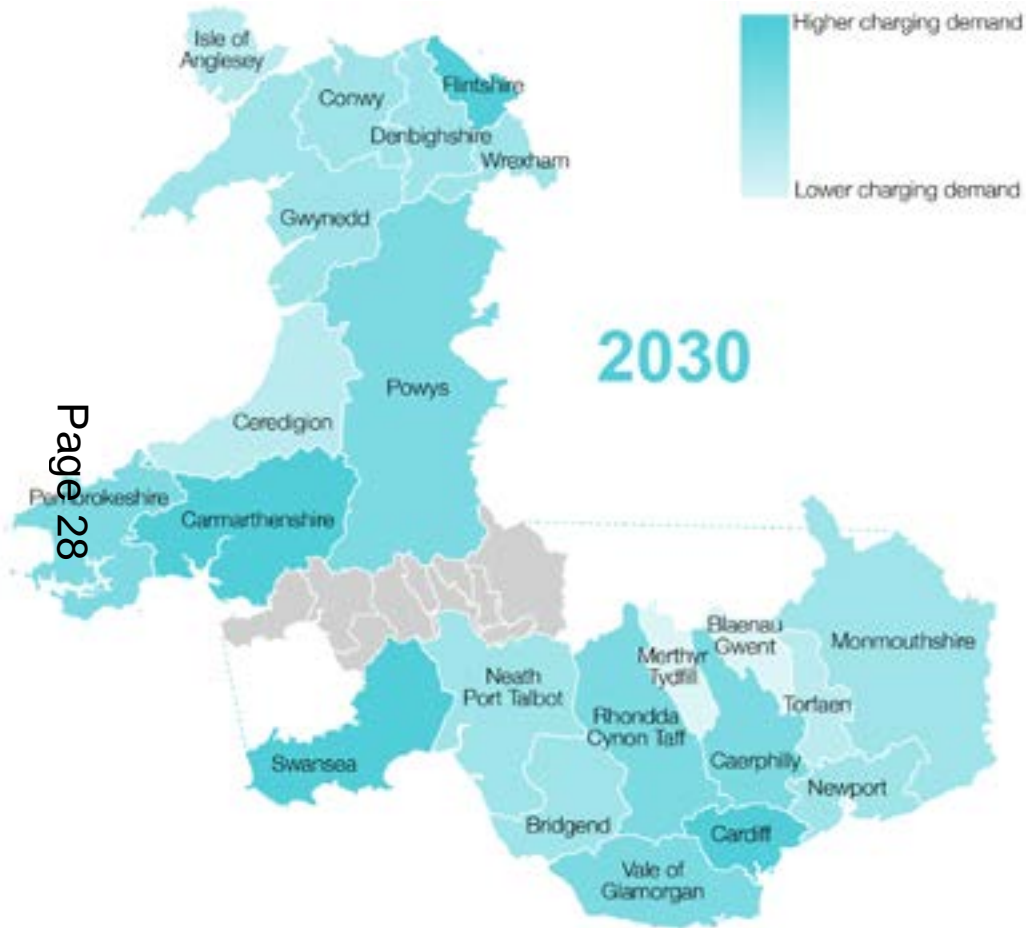
- Traffic forecasts where the total number of vehicles is increasing, balanced by a reduction in the miles travelled by each vehicle. The reduction in miles per vehicle is not as strong in Wales compared to England based on the rural travel requirements in many parts of Wales.
- Regional Transport Models, informing the quantity of vehicles moving from origin to destination on different types of journey, including trips originating from outside Wales.
- The ability of electric vehicle users to charge at home, informed by Census data on housing type.
- Seasonal variation in charging demand at high volume tourist locations.

Exclusions:

- Impact of COVID19 on traffic forecasts. Whilst an economic slowdown is likely to result in a contraction of the market for combustion vehicles, the International Energy Agency predicts that sale of electric cars and vans will be impacted to a lesser extent.
- Unnecessary occupation of chargers (plugged in but not charging) and the impact on the required number of chargers. It is assumed that chargers are used efficiently.
- Charging needs of heavy goods vehicles, buses and micro-mobility.



Local Authority	FAST CHARGING DOMINANT				RAPID CHARGING DOMINANT			
	⚡⚡⚡ Rapid	⚡⚡ Fast	⚡ Slow	Total	⚡⚡⚡ Rapid	⚡⚡ Fast	⚡ Slow	Total
Cardiff	60	1700	8100	9860	115	1050	8100	9265
Cardarthenshire	30	650	8600	9280	50	400	8600	9050
Swansea	30	850	8100	8980	60	500	8100	8660
Flintshire	25	450	7700	8175	40	300	7700	8040
Powys	25	500	6900	7425	40	300	6900	7240
Rhondda, Cynon, Taff	30	700	5600	6330	55	450	5600	6105
Pembrokeshire	20	550	5600	6170	35	300	5600	5935
Caerphilly	20	450	5500	5970	35	300	5500	5835
Vale of Glamorgan	15	450	5500	5965	30	300	5500	5830
Bridgend	20	450	5100	5570	35	300	5100	5435
Conwy	25	650	4800	5475	45	350	4800	5195
Neath Port Talbot	20	400	5000	5420	30	250	5000	5280
Wrexham	20	500	4700	5220	35	300	4700	5035
Monmouthshire	20	500	4600	5120	35	300	4600	4935
Gwynedd	25	700	4300	5025	45	350	4300	4695
Newport	30	700	4200	4930	55	450	4200	4705
Denbighshire	15	350	4400	4765	25	200	4400	4625
Ceredigion	10	300	3500	3810	20	200	3500	3720
Isle of Anglesey	10	250	3300	3560	15	150	3300	3465
Torfaen	10	350	2400	2760	20	200	2400	2620
Blaenau Gwent	5	200	1400	1605	10	100	1400	1510
Merthyr Tydfil	5	200	1300	1505	15	150	1300	1465



Local Authority	FAST CHARGING DOMINANT				RAPID CHARGING DOMINANT			
	⚡⚡⚡ Rapid	⚡⚡ Fast	⚡ Slow	Total	⚡⚡⚡ Rapid	⚡⚡ Fast	⚡ Slow	Total
Cardiff	250	7100	34200	41550	475	4350	34200	39025
Cardiganshire	125	2800	36200	39125	220	1650	36200	38070
Swansea	130	3650	34200	37980	250	2200	34200	36650
Flintshire	100	1950	32500	34550	165	1250	32500	33915
Powys	95	2200	29000	31295	170	1300	29000	30470
Rhondda, Cynon, Taff	125	2950	23600	26675	220	1900	23600	25720
Pembrokeshire	80	2300	23300	25680	150	1300	23300	24750
Caerphilly	75	2000	23200	25275	135	1300	23200	24635
Vale of Glamorgan	70	1850	23200	25120	125	1200	23200	24525
Bridgend	90	2000	21400	23490	155	1300	21400	22855
Conwy	95	2700	20300	23095	180	1450	20300	21930
Neath Port Talbot	80	1600	21000	22680	135	1000	21000	22135
Wrexham	75	2000	19900	21975	140	1200	19900	21240
Monmouthshire	85	2000	19400	21485	155	1250	19400	20805
Gwynedd	100	2850	18200	21150	190	1550	18200	19940
Newport	135	2850	17700	20685	225	1850	17700	19775
Denbighshire	60	1550	18300	19910	110	900	18300	19310
Ceredigion	50	1350	14900	16300	95	750	14900	15745
Isle of Anglesey	40	1000	13700	14740	75	550	13700	14325
Torfaen	45	1400	10200	11645	90	900	10200	11190
Blaenau Gwent	25	750	5700	6475	50	500	5700	6250
Merthyr Tydfil	30	850	5300	6180	55	550	5300	5905

The predicted need for charging cars and vans across Wales provides an indication of the scale of need over the next decade. Whilst the total predicted need for charging is highest in urban areas such as Cardiff and Swansea, some more rural local authority areas such as Carmarthenshire and Powys will also require comparatively high numbers of charging units to be deployed. Some localised factors contributing to the predicted charging need include the proportion of homes in Wales which currently have access to off-street parking, and travel patterns based on current trends, projected for anticipated growth. It is important to note from an equality and sustainability perspective that the above figures do not represent an idealised outcome for electric charging in Wales, particularly at the lower end of the table where the numbers may be influenced by existing socio-economic trends. It does not take into account wider measures for the

decarbonisation of transport outlined in the Wales Transport Strategy and in the context of the Well-Being of Future Generations Act, which will influence better access to more sustainable modes of travel over time.

Substantial planning, resources and investment will be required across the public and private sector to deliver the charging needs identified. In every local authority area, careful planning will be required to meet localised need. The above can be considered a guide for the scale of localised action planning set out in Section 8 to be viewed in the context of integrated pathways to net zero.

Predicted need for fast chargers in Wales until 2030

The number of fast chargers needed across Wales increases to 30,000 to 50,000 over the next ten years. We currently have less than 1% of this total installed.

Predicted need for rapid chargers in Wales until 2030

The number of rapid chargers needed across Wales increases to up to 3,500 over the next ten years. We currently have less than 5% of this total installed.

User requirements

Charge point locations must meet standards for safety, accessibility and security, particularly for the most vulnerable users.

Section 8 sets out recommendations that build upon the UK Government vision for charge points, providing an integrated, accessible and collaborative approach to electric vehicle charging throughout the UK. Welsh Government seek to expand on these standards to ensure electric vehicle user needs are central to the development of electric vehicle charging infrastructure in Wales.

In this emerging market, there is very little published research on the needs and experiences of consumers.

Engagement in understanding of prospective and existing Welsh electric vehicle consumer experiences has been used to inform the development of this strategy. This insight will be further supplemented by responses to public consultation.

The key issues identified were dependent on personal circumstances and often influenced by early purchasing decisions. Those that had the most positive experience of charging in Wales were those that purchased a package of personal e-mobility services when purchasing an electric vehicle. This meant that the availability and cost of charging was part of the service that they expected from the outset. This approach currently carries a significant cost premium and is unlikely to be accessible for many. Those with the most

negative experiences were more likely to purchase an electric car as a 'product', and charging was not discussed with the dealership at the point of sale.

The following themes were noticeable across the majority of users:

- General lack of charging locations, or lack of availability if other users are either charging or blocking the space;

• Unreliability of charging infrastructure, often out of service;

• Incompatibility of charging cables;

- A disproportionate amount of time and energy spent by users planning for their journey and charging needs;
- Issues at payment including different payment platforms, membership schemes, lack of internet connection, and poor customer support services; and
- Users feeling vulnerable where trying to access payment and support services, for example when alone or in a poorly lit environment.

From an equality perspective, those with family and caring responsibilities appeared to have had the most negative experience of electric vehicle charging in Wales, where they felt that complex contingency plans involving childcare and sometimes overnight stays were required.

Stakeholder requirements

Stakeholder engagement across the public and private sector was undertaken by Transport for Wales on behalf of Welsh Government in early 2020, in support of a forthcoming Transport for Wales programme of works to install rapid charging infrastructure throughout Wales. A market engagement workshop was held, with over 70 organisations represented by attendees.

Feedback from engagement highlighted the need for an overarching charging strategy for Wales, and identified the following to be addressed;

- A perceived lack of ambition and priority for electric vehicles at a leadership/policy level;
- An unclear local authority mandate;
- Insufficient access to funding/ market incentives;
- Location and access issues, including grid capacity; and
- Potentially insufficient for return on investment based on demographics in Wales.

This strategy considers the above, which will be used alongside feedback from public consultation in shaping the Action Plan.

Unlocking the grid

The transport and energy sectors will be required to work together to deliver electric vehicle charging in the context of decarbonisation. The availability of capacity on the grid network is a constraint in a number of areas of Wales. The grid is designed for current rather than future demand and considering how to manage and fund the transformation of the grid to meet a future with much more electric transport and heat is a major undertaking, which will need changes in the way the energy system is regulated and funded. As indicated earlier Welsh Government will work with the DNO's, National Grid and Ofgem to promote a regulatory framework that allows the Electricity industry to cost effectively deliver the changes to enable networks to provide the power needed to deliver net zero across Wales. The needs of users and the grid network must be carefully balanced.

There are two electricity District Network Operators (DNOs) in Wales – Scottish Power Energy Networks and Western Power Distribution. DNOs manage the supply of power to end users, drawing this power from the National Grid's transmission system. Both Welsh DNOs are taking steps to address the needs of Electric Vehicle Charging in relation to their networks, Scottish Power Energy Networks has launched Project Charge to provide insight about where charging may be required within their network area, and the likely impact on the network. Western Power Distribution has launched a strategy setting out solutions and a roadmap for meeting various consumer needs.

Future investment in the grid network is governed by submissions from the network operators to Ofgem, the regulator. Investment may be targeted at flexible and 'smart' network management solutions and include wider network reinforcement. Network reinforcement can take a variety of forms including new substations and connecting cables overhead or underground.

National Grid's Future Energy Scenarios forecast that electric vehicle charging will have a key role in facilitating the transition to a decarbonised energy system,

using vehicle batteries as storage ('vehicle to grid' technology) to help balance overall supply and demand. The principle applies at different scales – for example within a residential setting for a single car and household system, up to large scale where numerous vehicles plugged into the grid can be aggregated within and across a number of car parks managed as a large battery. This requires the markets to evolve to incentivise investment in grid flexibility, with vehicle to grid technology, and 'smarter' charging at home playing an essential role.



6 Drivers of Change

This section outlines technological drivers that could influence the electric vehicle charging infrastructure of the future. These aspects are out of scope for the current strategy (the immediate need to charge cars and vans) but provide context as to how charging may change in the future, beyond 2030. The following will be kept under review as part of ongoing action planning so that further specific plans can be developed at the appropriate time.

Multi-modal decarbonised mobility

The Wales Transport Strategy provides the context for systems-wide, multi-modal shifts in our

approach to transport. The shift from combustion to electric cars and vans is an important part of this, to be viewed in the context of wider system wide changes. In future, the charging delivered by this strategy will support the electrification of further modes of transport, but there will be additional work to identify the additional and bespoke needs of other transport modes. Actions that meet the immediate charging needs for cars and vans will begin enabling the shift to decarbonised multi-modal journeys when mobility is viewed as an integrated service. Charging hubs in particular can create value from co-locating charging facilities for different modes of transport. The Wales Transport Strategy provides the framework for integration across the sector, where further co-benefits can be realised.

Improvements in battery technology

Research, development and manufacturing in battery technology is continuing at pace. The cost of batteries has fallen by almost a factor of ten over the last decade, and as the mass market expands will continue to fall further. As battery performance improves, the widespread availability of cars with ranges in excess of 400 miles could be expected within the next ten years. Electric buses will become increasingly commercialised over the next decade as battery technology improves. Electric bus operation in Wales is increasing as in the rest of the UK with 21 areas in the United Kingdom having incorporated electric buses either entirely or partly into their services¹¹.

11 Low Carbon Vehicle Partnership



Bus Charging in Sheffield, South Yorkshire Passenger Transport Executive

The South Yorkshire Passenger Transport Executive (SYPTEx) toolkit demonstrates the viability of piloting buses in Sheffield and Doncaster. It identifies which bus routes could accommodate electric buses and has been based on data considering operational patterns, topography and charging strategies. The toolkit enables selection of buses, specific areas and comparison against various options, and measures potential air quality improvements.

The outcomes have led to two major operators within the area expressing interest in trialling electric buses.

Micro-mobility

Micro-mobility refers to a range of small, lightweight, often electrically powered vehicles used to transport people or goods. The term covers vehicles that are either owned or hired by users, such as e-bikes, shared bicycles, electric scooters or small vehicles used for vehicles used for 'last mile' deliveries.

The micro-mobility industry is rapidly expanding and changing, with an increasing array of devices available for sale in the UK. Micro-mobility has the potential to enable improved accessibility to services and employment and to make transport more inclusive. For example, electric bikes can increase the range of journeys and make cycling viable to a wider audience.

Charging infrastructure requirements for micro-mobility are much less demanding than for cars. Given their size, privately owned micro-mobility vehicles can typically be charged easily from home or the workplace. In addition, many micro-mobility vehicles

have removable batteries which increase the range of locations the battery can be charged. There are many different charging models for shared micro-mobility schemes. Shared electric bikes and e-scooters can be charged at docking stations, or by the operator at warehouse facilities.

Whilst the infrastructure demands for micro-mobility charging is not significant now, further growth of these mobility solutions, and modal shift away from private vehicles may warrant consideration of dedicated charging facilities, such as improved provisions at workplaces or shared charging facilities at mobility hubs.

Autonomous vehicles

Whilst the future of, and timescales for, autonomous vehicles is uncertain, they could also help us move away from individual car ownership in the years to come. Manufacturers could gain significantly more by operating them over their lifetime as a fleet, as opposed to selling vehicles

to the individual consumer. Autonomous vehicles will have multiple expensive sensors requiring regular maintenance (alignment, cleaning, software updates, etc.) making the fleet ownership model a more likely scenario than personal ownership. Charging of vehicles under a shared ownership in future could require different charging infrastructure than the current distributed model associated with personal car ownership.

Hydrogen

Hydrogen is being increasingly recognised as a means by which energy can be effectively stored, moved and used as part of a decarbonised, integrated energy and transport system. Hydrogen and electric mobility are complementary in supporting the transition to net zero. Hydrogen production, transport and use can take many forms. To create hydrogen involves using electrolyzers to convert energy from renewable energy generation or small modular reactors, or via

gas reformation and carbon sequestration. Wales is currently investing in demonstrator projects such as the Anglesey Energy Island and Milford Haven Energy Kingdom, to test the system-wide integration of hydrogen. Large scale commercialisation of hydrogen as the primary source of energy for vehicle transport (including the necessary supply chain) is not yet advanced enough to model the implications for electric vehicle charging. The Welsh Government has commissioned a baseline study and hydrogen pathway for Wales that will feed through into regional energy planning and the low carbon plan 2021-2025, to map out hydrogen's role in the transition to net zero. Hydrogen may start to take the lead as the most effective way to decarbonise heavy duty vehicles after 2030. Hydrogen may, in future, offer a viable alternative to electrification of bus travel, particularly for longer distance routes, although electric buses are expected to represent 60% of the global municipal bus market by 2030 and 80% by 2040¹²

12 Salim Morsy, Long Term Electric Vehicle Outlook, BNEF, 2018

7 Summary and Key Conclusions

The strategy has set out the rapid need to decarbonise our transport systems in order to help tackle the climate emergency. Planning for decarbonisation across the UK and Wales has identified that more needs to be done to support the transition to electric vehicles. Welsh Government recognise that this strategy represents the first step for Wales to take targeted action to deliver a vision for electric vehicle charging that meets Wales' unique requirements.

User engagement has identified issues including lack of charging locations, availability, reliability and compatibility issues, which has undermined confidence in charging. Stakeholder engagement also highlighted concerns around grid capacity and how adequate charging infrastructure will be delivered.

Modelling predicted charging needs over the next ten years, based on Welsh transport data, charging behaviours, and the electric vehicle uptake required to decarbonise, has identified a rapid increase in the total need for charging across Wales. Targeted action planning will be undertaken to help ensure that lack of electric vehicle charging infrastructure does not become a barrier to the uptake of electric cars and vans.

As the market develops there will be technological changes such as battery technology, autonomous vehicles and the role of hydrogen that will influence the long-term shape of integrated and decarbonised travel. Yet it is clear that we must take action to provide better charging to support the electrification of cars and vans now.

A Vision for Charging in Wales

By 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.

Based on policy context, existing and future charging needs and engagement with users and stakeholders, this strategy has identified the following key conclusions to be taken forward to action planning:

- The need for a substantial increase in the number of slow, fast and rapid/ultra-rapid chargers available in Wales. The total need for fast charging, alongside home charging will be a key area of focus to promote equality of access to charging.

- The need for better quality charging, to improve the user experience for electric cars and vans.
- Sustainable, integrated and cross-sectoral planning will facilitate the decarbonisation of energy and transport, and create co-benefits. Welsh Government can create favourable conditions for economic and employment opportunities to be captured in Wales.
- The need for better networks will be kept under review by Welsh Government in the context of other measures that are needed to deliver net zero across Wales (for example better broadband connectivity and the electrification of home heating).

8 Action Planning

The analysis contained within this strategy identifies four themes as follows:

- i. Total charging provision
- ii. Quality outcomes
- iii. Sustainable outcomes
- iv. Localised benefit

Each of the themes have key outcomes for future charging in Wales as set out in the section on each theme below. These will be developed into an action plan following feedback from the consultation exercise, and will be monitored and updated annually to reflect progress.

i. Total charging provision

Slow charging

We know that charging at home, using slow charging where feasible, offers consumers the most convenient and cost-effective charging option. The following outcomes will drive better provision:

- All new homes with an associated car parking space will have electric vehicle charging.
- Homeowners and occupiers with off-street parking in Wales will be supported to charge at home.
- Home charging will be 'smart enabled' for value and efficiency.

The above will be delivered through support and incentives, alongside changes to building codes and regulation. This will be supported by education and awareness raising, and cross industry collaboration to ensure coherence and consistency.

Fast charging

This strategy has shown that we will need to have between 30,000 and 50,000 fast chargers available for use by 2030, and that we currently have less than 1% of this installed.

We plan to introduce measures that will provide high quality fast charging to meet this need, through partnerships and collaboration:¹³

- New –build non-residential buildings with more than 10 parking spaces will have a charge point provided by 2025.
- Business provides charging facilities at places of work for the use of staff and visitors.
- Destinations provide charging facilities for the use of customers which may act as a means of improving customer experience .
- On-street charging and in car parks will be encouraged in villages, towns and cities throughout Wales; with a view to installing on average one charge point for one in every three electric vehicles that cannot charge at home.

¹³ The outcomes below would be appropriate to fast charging in most circumstances, although in some cases be slow or rapid/ultra-rapid to meet location specific needs.

- Charging hubs, including out of town park and ride, and supporting active travel will feature in enabling decarbonised multi-modal journeys across Wales.¹⁴

Welsh Government/Transport for Wales will work with local authorities to determine the best ways to support and enable them to deliver the above for on-street charging and publicly owned parking. Potential measures to be outlined in the Action Plan include providing a framework for public sector procurement, use of public land, sharing best practice and support to building the capabilities required. Welsh Government will provide support to ensure that business sectors, for example taxis and private hire can take advantage of improved charging infrastructure that supports their needs.

Rapid/ultra-rapid charging

It is predicted that between 2,000 to 3,500 rapid/ultra-rapid chargers will be needed in Wales over the next ten years, and that we have less than 5% of this installed.

A comprehensive network of rapid charging infrastructure across Wales provide essential charging to visitors, tourists and everyone wishing to undertake long distance travel. The following actions have been identified:

- By 2025, a rapid charging network will be provided across the strategic trunk road network of Wales, providing charging at a distance of approximately 20 miles.
- In urban centres taxis and private hire vehicles will have extensive access to charging facilities by 2025.¹⁵

Transport for Wales will take the lead in delivering rapid charging on the strategic trunk road network. The Welsh Government's Ultra Low Emission Vehicle Transformation Fund will be used to support the transition for taxis and private hire. Delivery measures will be outlined within the Action Plan.

¹⁴ Charging hubs will feature fast charging, but may also offer slow and rapid/ultra-rapid charging options depending on user type.

¹⁵ Taxis and private hire vehicles will require access to rapid charging within operational hours, but would also benefit from other types of charging and outcomes highlighted elsewhere.

ii. Quality outcomes

Consumer engagement identified issues including lack of charging locations, availability, reliability and compatibility, leaving users unconfident in their ability to charge.

Expanding on the UK Government's vision, we expect that in order to support user confidence that charging will provide a user experience of sufficient quality.

The following outcomes are desirable:

- Payment for electric vehicle charging will be possible by contactless debit or credit card and an associated app based system.
 - Consistent information about charging on main roads (the strategic trunk road network) will be openly available, helping drivers choose when, where and how they charge.
 - Charging infrastructure will be reliable with a high level of availability. Users will be able to charge when they require.
 - Drivers will be supported by 24/7 customer care to handle any technical issues. This will be available in Welsh and English.
 - Users will be able to park and pay for charging in a safe, well-lit environment.
- Charging facilities will be available to everyone, including those with accessibility needs.
 - Payment platforms will be simple, accessible and easy to use with clear pricing information available.
 - Digital and data platforms will be open-access, creating new opportunities for Welsh businesses and supporting e-mobility services.

The creation of a national standard for charging facilities that reflects the above requirements could be a reliable mechanism to drive an improvement in industry standards. Further delivery measures will be outlined within the action plan.

iii. Sustainable outcomes

The strategy has highlighted the importance of integrated cross sectoral planning for a sustainable energy and transport system in the context of decarbonisation. To achieve this the following outcomes have been identified:

- All fast and rapid/ultra-rapid charging points will be supplied by renewable energy (either through tariff/purchasing agreements or local zero carbon solutions).
- We will work with the electricity industry within the current regulatory framework to plan for the decarbonised grid network (including heat, renewable electricity generation and transport) so that the needs of charging will be met in a way that is efficient for network management incorporating smart technology and being ready to capture the benefits of vehicle to grid.
- Electrical installations in new build and refurbished residential and non-residential buildings will be required to include EV charging facilities and also consider allowing sufficient additional spare capacity and cableways to meet anticipated need for EV charging.
- Where possible, electric vehicle charging is installed at locations that complement other modes of sustainable transport, including the use of public transport, walking, and cycling.
- The full life cycle of charging infrastructure (including supply chain, decommissioning and recycling/reuse of equipment) adopts circular economy principles. Supply chains work towards becoming transparent, carbon accounted and sustainability accredited.
- Electric vehicle charging is installed in a way that seeks to support wider environment, health and well-being objectives by facilitating local air quality improvements, active travel and wider strategies for decarbonisation.
- Support for electric vehicle charging at home is considered as part of any wider support programmes for sustainable, energy efficient and healthy home environments.

Welsh Government will enable the above through integrated planning for energy and transport (including the forthcoming Low Carbon Delivery Plan, and on-going Regional Energy Planning), and improved regulatory standards (including amendments to Building Codes Regulations). The creation of a national standard for charging that reflects both quality and sustainable outcomes could be a reliable mechanism to drive an improvement in industry standards.

iv. Localised benefit

Ensuring the infrastructure is in the right place for users will boost confidence and create wider economic opportunity for businesses and people in Wales. The following outcomes will assist in maximising the co-benefits that can be achieved.

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- The location of charging infrastructure supports local business opportunities and services for local benefit. There are opportunities for local businesses to expand their services into charging (where appropriate) or servicing the needs of users whilst charging.
- Charging is provided at multi-modal transport nodes, for example at train stations.
- Local skills and training is provided in Wales to support servicing, maintenance and digital jobs in the sector.
- A local supply chain is developed for manufacturing equipment. Wales' industrial clusters and regional development plans plan for opportunities to support battery manufacturing and other supply chain needs.
- Community-led and not-for-profit initiatives are supported, and collaboration with renewable energy providers delivers local benefit and contributes to decarbonisation. This offers the opportunity to utilise energy generated in Wales, retaining local value in line with the Welsh Government Local Ownership of Energy Generation policy statement.
- Partnerships and collaboration between organisations, across the public and private sector and communities in Wales deliver solutions that are effective, create co-benefits and are resilient to climate change.

Welsh Government can create favourable conditions for economic and employment opportunities to be captured in Wales. The creation of a national procurement framework could support the above outcomes through encouraging solutions that deliver the most advantageous outcomes for Wales.

Delivering successful outcomes

Successful action will rely on strong delivery mechanisms being in place. Sufficient resources, capabilities and skills will be required throughout the sector to underpin delivery, and to maximise the benefits and opportunities for Wales. It is a key aspiration to develop a framework that captures as much economic activity as possible from the provision, operation and maintenance of these facilities within the Welsh and local economy.

Delivering the aims of this strategy will require significant levels of investment. There are clear commercial opportunities in electric vehicle charging but we recognise that targeted investment by government in areas where provision is not up to standard will be necessary. Welsh Government is proposing to invest in the region of £30m over the next five year period on electric vehicle charging to make this strategy happen. Further spending after 2025 will be kept under review as part of action planning. Following consultation, this strategy will be accompanied by an action plan to track and manage delivery, which will be monitored and reviewed annually. Welsh Government will, with Transport for Wales and based on the feedback from consultation, develop the governance and delivery arrangements, embedding the Five Ways of Working of the Well-being of Future Generations Act.

MONMOUTHSHIRE STRATEGIC TRANSPORT GROUP
Meeting of 25th November 2020

item	title	officer	action
3	Bus Reform	Richard Cope	send information to the Group about network planning as the initial meetings begin.
4	Pavement parking/20mph	Mark Hand	Investigate opportunities for housing association to look at front garden parking
5	New Transport Strategy	All Group	Send comments for inclusion in consultation response to Christian Schmidt
8	Forward Work Planner	All Group	Send suggestions to Wendy Barnard

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Monmouthshire Strategic Transport Group – Forward work plan

Part 1 – MCC strategic transport planning

There are a number of MCC strategic transport (and transport-related issue) that the group should engage if and when MCC is going ahead with then

Item	Lead	Timeline	Comment
MCC LTP	Mark Hand	- Can we get an overview when each item was covered over the last 1-2 years	CAS: We are still awaiting WG guidance
MCC LDP	Mark Hand	-	
MCC ATNM	Sue Hughes	-	
MCC Cycling Strategy	Sue Hughes	-	CAS: Not sure where that got to...
MCC Metro strategy	Christian Schmidt	-	CAS: There have been several discussions at and between meetings. I am not sure there is that much to discuss, but it has been a while since STG or MCC has formally said what it wants
MCC Bus strategy	Richard Cope	-	CAS: Proposed study caught covid19
MCC Road Safety Strategy	???	-	CAS: Is this something that needs to be done 7 updated / presented?
MCC Parking Enforcement	???	-	
MCC Rural Transport Strategy	???	-	CAS: Is this still live?
MCC highways development strategy?	Paul Keeble	-	CAS: Do we need one?
MCC highways management strategy	Paul Keeble	-	CAS: Do we need one?
Anything else?		-	

Part 2 – MCC big transport projects

Item	Lead	Timeline	Comment
STJ station improvements	Christian Schmidt	- Can we get an overview when each item was covered over the last 1-2 years	
Magor station improvements	Christian Schmidt	-	
Abergavenny station improvements	Christian Schmidt	-	NR contact: Sam Hadley
Chepstow study	Roger Hoggins	-	

Monmouthshire Strategic Transport Group – Forward work plan

Chepstow station improvements	Christian Schmidt	-	
Monmouth Wyebridge AT crossing	tbd	-	
Llanfoist AT crossing	???	-	
Monmouth town centre	???	-	
Chepstow town centre	Chris Jones	-	
20 mph in Monmouthshire	???	-	
Any other biggies?	???	-	

Part 3 – WG/TfW-led work streams that have MCC implications

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Item	Lead	Timeline	Comment
WG Welsh Transport Strategy	Australia	-	
WG 20mph strategy	???	-	
WG pavement parking strategy	???	-	
WG New Active Travel guidance	Natalie Grohmann (WG)	-	CAS: Not sure where this has got to
WG Newport–Chepstow Metro Enhancement Corridor Study	Rob Jones (WG)	- Jan 2020: Study initiation meeting	CAS: No progress???
TfW bus funding work	???	-	CAS: Overwhelming technical / operational stuff, but will have some consequences on funding for MCC supported services
TfW bus network proposals	???	-	CAS: There is a clear need to look strategically about bus routes (see also proposed MCC study above), and because of deregulation many councils haven't got the skills, and between the CCR councils we haven't got the capacity. But TfW is just incompetent
TfW Rail Service Improvements	???	- Nov 2020: Presentation to STG (requested, Alexia Course TfW)	CAS: This refers to the improvements that TfW Rail Services (aka Keolis Amey) have committed as part of the franchise. Current issue what happens to them now that TfW RS has been nationalised (i.e. KA stripped of contract)

Monmouthshire Strategic Transport Group – Forward work plan

South East Wales Transport Commission	???	<ul style="list-style-type: none">- Nov/Dec 2020: Final report expected- Nov/Dec 2020: Briefing for members- Feb 2021: Presentation to STG (to be requested)	
Western powerhouse / WECA			
Anything else?			

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Public Document Pack Agenda Item 8

MONMOUTHSHIRE COUNTY COUNCIL

**Minutes of the Remote meeting of Strategic Transport Group held
on Wednesday, 25th November, 2020 at 10.00 am**

PRESENT: County Councillor J.Pratt (Chairman)

County Councillors: D. Dovey, J.Becker, A. Easson, F. Taylor and
S. Woodhouse

OFFICERS IN ATTENDANCE:

Wendy Barnard	Democratic Services Officer
Roger Hoggins	Head of Service - Strategic Projects (Fixed Term)
Richard Cope	Passenger Transport Unit Manager
Christian Schmidt	Transport Planning and Policy Officer
Mark Hand	Head of Place-making, Housing, Highways and Flood
Deb Hill-Howells	Head of Commercial and Integrated Landlord Services
Gareth Emery	Passenger Transport Operations and Fleet Manager
Paul Sullivan	Monmouthshire Sport Development
Paul Keeble	Group Engineer (Highways and Flood Management)
Frances O'Brien	Chief Officer, Enterprise

ALSO IN ATTENDANCE:

D. Flint,	Severn Tunnel Action Group
T. Hand,	Magor Action Group on Rail
P. Inskip,	Severn Tunnel Action Group
P. Turner,	Magor Action Group on Rail
R. Corcoran,	Friends of the 65 Bus
B Mahony	Friends of the 65 Bus
R. Lemon	Transition Chepstow

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the Remote meeting of Strategic Transport Group held on Wednesday, 25th November, 2020 at 10.00 am

W. Jackson	Forest of Dean District Council
A . Course	Transport for Wales Rail Services
L. Park	Transport for Wales Rail Services

1. Declarations of Interest

There were no declarations of interest.

2. Transport for Wales Rail Service

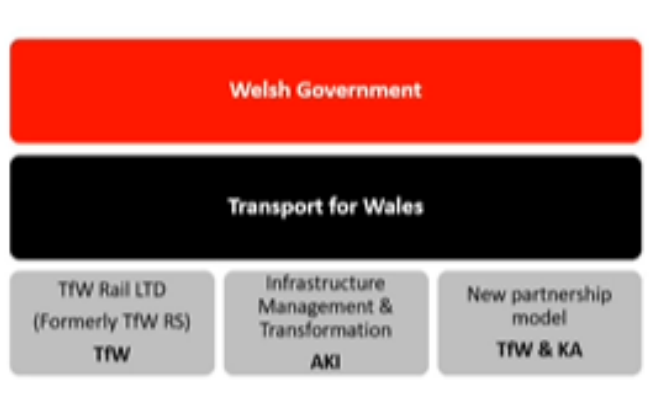
The Chair welcomed Alexia Course and Lois Park from Transport for Wales Rail Services to provide an update on the future of the Wales and Borders rail contract.

Due to COVID 19, passenger numbers have plummeted since March 2020 as low as 5% with consequent drop in revenue. Whilst a vaccine is expected , there is no immediate indication of when numbers will recover. The Group was updated that Keolis Amey Wales was unable in the circumstances to sustain their business without significant government intervention and an Emergency Measures Agreement was implemented in the short term. Safety remains the highest priority.

Transport for Wales is committed to delivering the vision for Wales and Borders Services launched two years ago:

- Core Valley lines transformation to deliver the South Wales Metro
- New trains and Rolling Stock

The future Operating model from 7th February 2021 in the medium term (5-7 years) was explained:



*Keolis Amey will continue with the contract to deliver infrastructure management and transformation on the Core Valley Lines.

A Group Member expressed concern about the rail services in Chepstow as the lack of provision drives potential passengers to use their cars. It was responded that the average service level based on customer demand and staff availability in the current Covid period is 80-85%. The Chepstow line is operating close to 100% of pre-Covid services level. Other operators have reduced services and stopping patterns, and representations have been made

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to bring about the reintroduction of morning services. An official response from the DfT is awaited.

Post-Covid, there is an advertising campaign to entice and support customers safely back to the train. The request for additional services will be considered when the timetable is reviewed. From December 2022 there will be an hourly service from Chepstow to Cheltenham, plus additional Sunday services.

A Group Member asked about the withdrawal of the Cross Country Cardiff to Manchester (via Bristol) service and if TfW would consider taking up the service at 7.00am from Cardiff to Bristol using a derogation of the agency agreement limitation. It was responded that TfW and DfT are in initial discussions about this, subject to rolling stock and train crew availability.

A question was asked about the agency agreement and the hourly service, it was queried if a half hourly service could be considered that may require challenging the agency agreement barrier of only one train into Cheltenham per hour. It was agreed to look into this suggestion.

An update from Tracey Messner, Network Rail was received about Abergavenny Station Bridge as follows:

"I am aware it's a while since we've updated you on our progress with the Access for All scheme at Abergavenny station. Given the history of this project, I thought it would be a great chance to update you on what's been achieved so far and our next steps.

The Access for All Programme provides an obstacle free, accessible route to and between platforms. We manage and deliver the improvements which are funded by the Department for Transport who also select the stations. In Wales, this is match funded by Welsh Government through Transport for Wales.

We were so pleased that Abergavenny was selected by DfT for the programme. I know it's taken some time to get to this point but I'm pleased to tell you that the project is progressing well and we have now finalised our Options Selection report. This report allows us to identify the preferred solution to creating a step free accessible route between platforms at the station. At Abergavenny, this will be the addition of two lifts to the existing footbridge and, importantly, it will be in a way that will not conflict with the existing signalling arrangements.

We've now started the tender process for the next stage, which is 'Single Option Development'. Once we complete this stage we will have outline design drawings for the proposed scheme. We'll be working closely with Transport for Wales Rail Services during this stage, as well as the Conservation Officer to ensure we protect the station's heritage and obtain all the necessary consents for the scheme.

I hope to keep you updated as the scheme progresses, but in the meantime please don't hesitate to get in touch if you have any questions."

The volunteer contributors to the meeting were sincerely thanked for their participation in meetings. Their knowledge and expertise is extremely valuable and greatly appreciated.

3. Bus Reform

It was explained that use of bus services has decreased dramatically during the Covid period and come for bus operators has dropped by up to 95%. A funding solution has been sought from Welsh Government that can also improve services for the future.

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A hardship fund was established for three months from 2nd April 2020. BES 1 (Bus Emergency Scheme) was introduced that imposed some conditions on bus operators in return for funding that lasted for a month to the end of July 2020. BES 1.5 provided ramp up funding until the end of October 2020 to support bus operators deliver school and other services, plus the capacity demands of social distancing.

BES 2 is a new agreement that ties operators into an agreement with Welsh Government and local/regional authorities for a maximum of two years from the end of July providing more coordination and direction. The desired networks will be considered during the next 4/5 months. Monmouthshire is the lead authority.

There are plans to set up a regional arm of the Cardiff Capital Region bus team to lead going forward.

Questions were invited as follows:

In response to a question, it was confirmed that there would be a review of bus services with public consultation to allow passengers to comment.

It was queried what this means for passengers, if there would be promotion and marketing of bus services to encourage passengers back and also clear messaging about essential purposes for bus travel. There will be some TfW workshops as part of the consultation with local, regional and national elements. A large marketing campaign for all Wales is planned with incentives to encourage passenger use. The importance of engaging about rural as well as urban services was highlighted and it was agreed that connectivity is also an important focus.

In response to a question, it was confirmed that the Traws Hafren X/T7 has been very well used and a 5 year contract is out to tender with an opportunity to extend the service into other areas improving connectivity. It was also explained that a reconfiguration of roads to improve bus access to Spytty Park is included in Newport's Local Transport Fund and would fit in with Lord Burns' review. The importance of having an iterative process year on year for network planning was emphasised. Transport Focus has been used previously to hold Workshops to engage with residents and passengers, and this approach should be incorporated in the network review. Richard Cope offered to send information to the Group about network planning as the initial meetings begin.

4. Welsh Government: Pavement Parking / 20mph schemes

The Head of Placemaking, Housing, Highways and Flooding and the Group Engineer (Highways and Flooding) provided a verbal report.

- Pavement Parking: A survey has provided evidence that pavement parking creates danger to pedestrians, particular problems for wheelchair or mobility aide users, those with sight impairment and parents with pushchairs with a backdrop of Active Travel that encourages walking. Highway Code rule 244 was explained. Police have power to enforce and the local authority has civil enforcement powers for 7.5 ton+ and HGVs, or where a specific restriction is in place.

Welsh Government has taken steps that from July 2022, pavement parking will be a civil parking offence in Wales, with civil enforcement being the remit of local authorities incurring a Parking Contravention Notice. Local authorities can make Traffic Regulation Orders to designate areas where pavement parking is permitted. Work will be undertaken with County Councillors and Town/Community Councils to identify streets where pavement parking is necessary; proposals will be consulted upon.

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Members commented that in many narrow streets there is limited parking and no space to allow parking on pavements, so Policing would be difficult. It was confirmed that the first step is to identify such streets and engage with the County and town/community councillors. It was agreed that engagement with members of the public, residents (e.g. to park on their drives/in garages) and businesses will be key. The scale of the task was acknowledged. Members were reminded that residents can be issued with permits to park in Council car parks.

A Member asked about areas where there are former council homes with no off street parking and questioned if the housing associations etc. could address this. It was speculated that there may be an increase in requests for front garden parking and housing associations could be asked to engage with tenants about this. This may be an option to investigate further.

- 20MPH: A Wales 20mph Task Force was set up in May 2019 with a final report published in July 2020. The proposals for 20mph are to save lives and encourage walking and cycling. Within current legislation, it is difficult to introduce 20mph limits. Welsh Government wishes to introduce a default 20mph limit on roads (mainly where there are street lights). It was explained how the authority and partners will implement the speed limit. The target date for introduction is April 2023.

It was noted that MCC has expressed an interest in participating in a pilot study.

A Member asked if it will be easier to introduce 20mph in rural settlements where there are often no pavements or street lighting. Using the current legislation, if speed is assessed around 30mph the police/authority would consider introducing physical measures to reduce speeds to acceptable levels. The new legislation will be 20mph default where it is now 30mph.

Members asked about the B4245 and asked about enforcement of speed limits. It was confirmed that Go Safe is the primary mechanism for enforcement, but education and encouragement to drive at lower speeds will be essential.

A Group Member recalled plans for traffic orders in town centres to be introduced by Summer 2020 that required a 20mph speed limit on roads off the B4245 and asked if these measures are in force. It was added that there has been no signage or communication with members of the public or publicity. It was commented that there has been no progress in making the road safer and it was noted that there are offers from the community to work with the Council. It was responded regarding the 20mph speed limits that the traffic orders were linked to the COVID response (Unlocking the Towns) and are relevant to all the towns. It was explained that this is a large piece of work to achieve especially in terms of legal processes. Capita has been engaged to assist with this work. It was confirmed that the traffic orders are not yet in force. Working with the community on the B4245 would be welcomed. It was queried if a separate meeting on the B4245 is needed.

A Member asked if "Your Speed" indicators would be effective on the B4245.

The cost of introducing a 20mph default was questioned.

Officers were thanked for their contributions.

5. New Wales Transport Study (Consultation)

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The Transport Planning and Policy Officer introduced this item. Members were sent the link to the consultation document.

Members' attention was drawn to the need to ensure the policies outlined are suitable for the future needs of the authority and secondly to comment on the projects, and their priority status. A Monmouthshire County Council response will be submitted and Group Members were invited to email Christian Schmidt with comments.

A Member informed the Group that MAGOR (Magor Action Group on Rail) had received a presentation from Transport for Wales and will submit a separate response.

A Member welcomed the integration of Active Travel and public transport, also engagement with passengers and communities at local, regional and national level.

6. Any Other Business

A representative of MAGOR thanked the Officers and Members for their support regarding the Magor Walkway Station over many years now that the outlook is looking very positive. The Chair acknowledged the outstanding contribution of MAGOR for their efforts.

There were no additional items of business.

7. Action List from last meeting

The Action List from the previous meeting was noted.

8. Forward Work Plan

Any suggestions for inclusion to be forwarded by mid-January 2021.

9. To confirm the notes of the previous meeting on 23rd September 2020

The minutes of the previous meeting were confirmed as a true record.

10. To confirm the date of the next meeting as 10th February 2021

The meeting ended at 12.20 pm