

**PLACE, SUSTAINABILITY & CLIMATE CHANGE
SCRUTINY COMMITTEE**

15 DECEMBER 2022

**CARMARTHENSHIRE COUNTY COUNCIL
ELECTRIC VEHICLE CHARGING INFRASTRUCTURE STRATEGY**

Purpose:

This report has been prepared to provide an update on progress with the strategy

THE SCRUTINY COMMITTEE IS ASKED TO:-

Review and assess the information contained in Report and provide any recommendations, comments, or advice to the Cabinet Member prior to the report's consideration by Cabinet.

Reason:

Cabinet approved the Electric Vehicle Infrastructure Strategy on 6th December 2021, the strategy set out a vision: "To develop and promote a network of electric charging points, that provides for and encourages future growth in EV use, and in doing so future proofs our transport network and contributes to local and global pollution reduction targets".

CABINET MEMBER PORTFOLIO HOLDER: -

Cllr. Edward Thomas, Transport, Waste and Infrastructure.

Directorate

Name of Head of Service:

Stephen Pilliner

Report Author: Thomas Evans

**Designations: Head of
Transportation & Highways**

**Transport Planner – Strategy &
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PLACE, SUSTAINABILITY & CLIMATE CHANGE SCRUTINY COMMITTEE

15 DECEMBER 2022

EXECUTIVE SUMMARY

CARMARTHENSHIRE COUNTY COUNCIL ELECTRIC VEHICLE CHARGING INFRASTRUCTURE STRATEGY

1. SUMMARY OF PURPOSE OF REPORT.

Cabinet approved the Electric Vehicle Infrastructure Strategy on 6th December 2021, the strategy set out a vision: “To develop and promote a network of electric charging points, that provides for and encourages future growth in EV use, and in doing so future proofs our transport network and contributes to local and global pollution reduction targets”.

The Electric Vehicle Infrastructure Strategy is an enabler to assist the authority with decarbonisation as it helps stimulate demand for Ultra Low Emission Vehicles and in particular the uptake of electric vehicles. It will also provide confidence for people who visit the county thereby supporting the local economy.

There were 13 recommendations contained within the strategy:

- EV1 - Facilitate the Provision and Delivery of Public EV Charge Points
- EV2 - Maintain Parking Management Policies Supportive of EVs
- EV3 - Encourage EV Charge Points at Key Employment Centres, and transport interchanges.
- EV4 - Encourage the Use of EVs in The CCC Fleet.
- EV5 - Trial New Technologies and Encourage Innovation
- EV6 - Investigate ways to Encourage Charge Point Provision through the Planning Process
- EV7 - Investigate incentives for Private Developers and Landowners to Provide Charge Points on Existing Developments and explore the potential for the use of S106 contributions.
- EV8 - Encourage Taxis and Public Transport Providers to Upgrade to EVs
- EV9 - Provide Publicly Available Information About EV Charging Options
- EV10 - Inform Businesses and Residents about opportunities to upgrade to EVs and develop a comms plan to support the EV Infrastructure Strategy.
- EV11 - Encourage Electric Car Clubs
- EV12 - Work in Partnership with Other Organisations
- EV13 – Continually Review and Refresh This Strategy

Since the strategy was adopted and in line with recommendation EV1, the new purpose-built rapid charging EV Hub in Cross Hands has been opened to the public at the end of March 2022 (the first of its kind in Wales). To date, there have been approximately 3,300 sessions across the site, delivering over 75,000kWh of energy and saving an estimated 38 tonnes of Co2 emission compared with petrol/diesel cars.

Additional funding has also been secured from the Office for Zero Emission Vehicles (OZEV) via their Onstreet Residential ChargePoint Scheme to further expand the fast-charging network across the county.

We have also made progress with EV4 by implementing EV infrastructure within operational depots this year as we prepare to decarbonise our own fleet. The works details are included below:

- Trostre Depot, Llanelli – 3 x 50kW rapid chargers & 6 x 7-22kW fast chargers;
- Cillefwr Depot, Carmarthen – 2 x 50kW rapid chargers & 4 x 7-22kW fast chargers;
- Glanamman Depot, Glanamman – 2 x 7-22kW fast chargers;
- County Hall, Carmarthen – 1 x 50kW rapid charger & 1 x 7-22kW fast charger.

Funding has also been secured for the electrification of the bus fleet for the T1 TrawsCymru route linking Carmarthen and Aberystwyth. The charging hub for this will be based in Carmarthen with new facilities available for buses and drivers.

By assisting public transport operators in their transition to using more EVs we are also linking with recommendation EV8 of the strategy.

In respect of EV4, It is worth noting that we are in the process of incorporating 3n. 26 tonne refuse collection vehicles into our waste fleet which

A regional EV study and rapid ChargePoint feasibility report for the Swansea Bay City Region have been commissioned via the Metro programme and seek to layout a foundation for a consistent approach to EV infrastructure across Southwest Wales. This will, in turn, be influenced by emerging Regional Transport Plans, however guidance has not yet been received on these as of yet.

Specialist support has been offered by the transport planning section, in line with recommendation EV10 and EV12 from the strategy to residents, community groups, businesses and internal departments on the requirements/funding opportunities of installing EV infrastructure.

In addition to the above, and in line with recommendation EV7 of the strategy, CCC have been contacted by private investment companies and individuals following the recent good work undertaken by CCC in the field of EV investment and have expressed their desire to install further provision at sites across the county.

Following recommendations EV8 and EV9 we launched an updated section on the CCC website detailing information about our EV infrastructure network, grants available to the public and the strategy itself. A single point of contact has also led to a number of residents directly contacting us to discuss potentially purchasing EVs.

Should the purchase of electric vehicles continue to grow, there is likely to be demand for charging facilities near people's homes/houses. This can be challenging in urban environment due limits with on street space and competing demands for road space around domestic properties. The Council will continue to work with stakeholders and partners to explore developments in the area.

DETAILED REPORT ATTACHED ?

YES – CCC EV Infrastructure Strategy

IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed: **S.G. Pilliner**

Head of Transportation & Highways

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
YES	NONE	YES	NONE	NONE	YES	NONE

1. Policy, Crime & Disorder and Equalities

The strategy will enable and encourage the development of EV charging infrastructure and associated resources across the county. This will help to reduce inequalities in terms of infrastructure provision and help to enable transition to EVs for those, for example, without off street parking.

2. Finance

There is no budget allocation to deliver the strategy, the authority works proactively to secure grant funding from the Welsh Government and other external funding sources.

7. Staffing Implications

The strategy is a live strategy and there is a need to review it within 3 years given the fast-moving changes to both policy and direction from Welsh Government.

Staff will be expected to update the strategy or secure funding to enable this.

**CABINET MEMBER PORTFOLIO
HOLDER AWARE/CONSULTED**

YES

**Section 100D Local Government Act, 1972 – Access to Information
List of Background Papers used in the preparation of this report:**

THERE ARE NONE