Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
Bridgend County Borough Council

Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB / Civic Offices, Angel Street, Bridgend, CF31 4WB

Rydym yn croesawu gohebiaeth yn Gymraeg. Rhowch wybod i ni os mai Cymraeg yw eich dewis iaith.
We welcome correspondence in Welsh. Please let us know if your language choice is Welsh.

Cyfarwyddiaeth y Prif Weithredwr / Chief Executive's Directorate
Deialu uniongyrchol / Direct line /: 01656 643148 / 643694 / 643513
Gofynnwch am / Ask for: Democratic Services

Ein cyf / Our ref:
Eich cyf / Your ref:

Dyddiad/Date: Monday, 27 October 2025

Dear Councillor,

COMMUNITIES, ENVIRONMENT AND HOUSING OVERVIEW AND SCRUTINY COMMITTEE (FORMERLY SUBJECT OVERVIEW & SCRUTINY COMMITTEE 3)

A meeting of the Communities, Environment and Housing Overview and Scrutiny Committee (Formerly Subject Overview & Scrutiny Committee 3) will be held Hybrid in the Council Chamber - Civic Offices, Angel Street, Bridgend, CF31 4WB / remotely via Microsoft Teams on **Monday, 3 November 2025** at **16:00**.

AGENDA

1 Apologies for Absence

To receive apologies for absence from Members.

2 Declarations of Interest

To receive declarations of personal and prejudicial interest (if any) from Members/Officers in accordance with the provisions of the Members Code of Conduct adopted by Council from 1 September 2008 (including whipping declarations)

3 Net Zero Strategy

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Invitees:

Councillor Paul Davies - Cabinet Member for Climate Change and the Environment

Janine Nightingale - Corporate Director – Communities

Martin Morgans - Interim Head of Operations - Community Services
Ieuan Sherwood - Group Manager – Economy, Natural Resources & Sustainability
Paul Smith - Decarbonisation Programme Manager

4 Electric Vehicle Charging Strategy

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Invitees:

Councillor Paul Davies - Cabinet Member for Climate Change and the Environment

Janine Nightingale - Corporate Director – Communities
Martin Morgans - Interim Head of Operations - Community Services
Ieuan Sherwood - Group Manager – Economy, Natural Resources & Sustainability
Stuart Baldwin - Climate Change Response Manager

5 Conclusions and Recommendations

6 Forward Work Programme Update

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7 Urgent Items

To consider any item(s) of business in respect of which notice has been given in accordance with Part 4 (paragraph 4) of the Council Procedure Rules and which the person presiding at the meeting is of the opinion should by reason of special circumstances be transacted at the meeting as a matter of urgency.

Note: This will be a Hybrid meeting and Members and Officers will be attending in the Council Chamber, Civic Offices, Angel Street Bridgend / Remotely via Microsoft Teams. The meeting will be recorded for subsequent transmission via the Council's internet site which will be available as soon as practicable after the meeting. If you would like to view this meeting live, please contact cabinet_committee@bridgend.gov.uk or tel. 01656 643148 / 643694 / 643513 / 643159.

Yours faithfully
K Watson
Chief Officer, Legal and Regulatory Services, HR and Corporate Policy

Councillors:
H T Bennett
JPD Blundell
N Clarke
O Clatworthy
RJ Collins
C Davies
C L C Davies
GC Haines
W J Kendall
J E Pratt
G Walter
I Williams
MJ Williams
T Wood

Meeting of:	**COMMUNITIES, ENVIRONMENT AND HOUSING OVERVIEW AND SCRUTINY COMMITTEE**
Date of Meeting:	**3 NOVEMBER 2025**
Report Title:	**BRIDGEND COUNTY BOROUGH COUNCIL NET ZERO STRATEGY**
Report Owner: Responsible Chief Officer / Cabinet Member	**CORPORATE DIRECTOR COMMUNITIES**
Responsible Officer:	**GROUP MANAGER ECONOMY, NATURAL RESOURCES AND SUSTAINABILITY**
Policy Framework and Procedure Rules:	There is no effect upon the policy framework and procedure rules.
Executive Summary:	Bridgend County Borough Council (BCBC) declared a climate emergency in June 2020 and set up a Climate Emergency Response programme. In 2021, BCBC developed its Net Zero Carbon Strategy, which was formally adopted by the Cabinet in January 2023. The purpose of this report is to update the Committee on work undertaken to review the revised Bridgend County Borough Council Net Zero Strategy ..

1. Purpose of Report

1.1 The purpose of this report is to update the Committee on work undertaken to review the revised Bridgend County Borough Council Net Zero Strategy.

2. Background

2.1 Bridgend County Borough Council (BCBC) declared a climate emergency in June 2020 and set up a Climate Emergency Response programme. In 2021, BCBC developed its Net Zero Carbon Strategy, which was formally adopted by the Cabinet in January 2023.This commits to achieving Net Zero carbon emissions by 2030 across its operations, aligning with Welsh public sector ambitions. This goal is driven by the Well-being of Future Generations (Wales) Act 2015, the Environment (Wales) Act 2016, and the Climate Change Act 2008. BCBC follows the Welsh Public Sector Net Zero Reporting Process for its annual carbon footprint.

2.2 The Environment (Wales) Act 2016, promotes the sustainable management of natural resources in Wales, balancing the competing priorities of building the necessary infrastructure and protecting vital ecosystems. The Act requires Welsh

Ministers to set decarbonisation targets and carbon budgets – an essential first step in reducing greenhouse gas emissions. The Environment (Wales) Act 2016 (Amendment of 2050 Emissions Target) Regulations 2021 sets the target for Wales to achieve Net Zero by 2050.

2.3 In 2019, Welsh Ministers and the Senedd declared a climate emergency, reaffirming Wales' commitment and determination to tackle the climate crisis. To achieve Net Zero by 2050, a series of 5-year carbon budgets between 2016 and 2050 have been agreed by the Welsh Government in Net Zero Wales: Carbon Budget 2, published in 2021. This outlines 123 policies and proposals to meet the second of these carbon budgets (2021-2025), by reducing emissions by 37% against the baseline.

2.4 Net Zero Wales also has the collective ambition for the public sector to achieve Net Zero by 2030. In line with this commitment, the Welsh Government Net Zero Strategic Plan (2022) sets the approach for their own operational and supply chain emissions. Current modelling shows a gap between ambition and delivery.

2.5 As a result of the adoption of the Strategy, officers put forward a growth pressure revenue bid for funding of £758,000 per year. The Council did not have sufficient funding to provide any growth for this service. Alongside this, whilst an initial sum of £400,000 capital funding per year for decarbonisation was allocated in the capital programme, this reduced to £150,000 per year in 2023/24. Despite limited funding BCBC has implemented some decarbonisation projects across key areas, such as buildings, transport, and land use, but progress has been hampered due to the Council's financial challenges, which are challenges faced by all Local authorities across Wales and the UK. The Council, therefore, relies significantly on external grant funds being available and secured to have the resources to take forward its Net Zero Strategy.

2.6 Over the past five years, BCBC's emissions have fluctuated, peaking in 2021/22, followed by a significant decline in 2022/23 and a subsequent increase in 2023/24. Overall, total emissions have decreased by 3.4% since 2019/20.

2.7 Supply chain is the largest emission category. In 2023/24, supply chain emissions were 71% of the total footprint, a 7% decrease from 2020/21.

2.8 Building emissions have remained relatively stable at around 17% of the total footprint, however, this masks a significant reduction in fossil fuel consumption over the past year. In 2023/24, fossil fuel use fell by 21%, while electricity consumption increased by 11%.

2.9 Transport emissions have increased, rising from 4% of the total in 2020/21 to 9% in 2023/24. This increase is primarily due to the inclusion of commuting and homeworking emissions from 2023 onwards, as well as greater vehicle use following the easing of COVID-19 restrictions. Waste emissions remain low and stable, contributing just 2% of total emissions in 2023/24.

2.10 Recognising the need for continuous improvement, BCBC committed to reviewing the Strategy in 2024 and 2027 to account for policy changes, technological advancements and market developments. The first review is complete and assessed progress against the Strategy's objectives, updating emissions modelling, and refining action plans.

2.11 In April 2025 an early draft of the strategy review report was presented to the Subject Overview and Scrutiny Committee 3. Subsequently this report was further developed and finalised and is attached as **Appendix 1**.

3. Current situation/ proposal

3.1 The Strategy has been reviewed to ensure it is fit for purpose, reflects current UK and Welsh Government policy, the latest technologies and regulation, and commercial / financial options. This will provide assurance that the actions within the strategy are being delivered in the most efficient way. The review included:

- A review of the suitability of the existing action plans, governance arrangements, and alignment with current Welsh Government policy.
- An update of the emissions modelling and trajectory to 2030 incorporating outputs from completed annual emissions reports.
- Recommendations for modifications to governance arrangements and action plans, simplifying/rationalising where possible, for continued delivery.
- An appraisal of potential options for offsetting residual emissions in 2030.
- Estimated cost for delivery of actions and achievement of net zero by 2030

3.2 The full review report can be seen at **Appendix 1** and the outcomes of the review are summarised below.

3.3 **Governance**

Oversight of strategy delivery is by the Decarbonisation Programme Board which is chaired by the Cabinet Member for Climate Change and Environment. The current Strategy assigns each activity stream a 'Carbon Lead' to ensure that every area is represented across the organisation. These are individual senior officers who will review progress against existing action plans and report back to the Programme Board. This has proven to be difficult in practice largely because of a lack of capacity and difficulty coordinating Carbon Lead areas that span across multiple service areas e.g. Transport, Land Use.

The reviewed strategy proposes that the individual carbon leads are replaced by Communities of Practice (CoP), which are formal groups made up of officers that are actively involved in delivering elements of the strategy, with a Terms of Reference, Chair and rolling agenda. Members will be practitioners so will be in positions where they are able to enact change and share knowledge across the organisation which should lead to more effective delivery of actions.

3.4 **Action plans**

The actions set in the original strategy to achieve net zero by 2030 were reviewed to evaluate progress. Changes are proposed to remove those actions that have been achieved, revise or clarify action descriptions so that they are more deliverable, and move actions under appropriate Communities of Practice.

3.5 **Emissions and cost modelling**

The emissions model originally developed for BCBC's 2021 Net Zero Strategy has been updated to reflect actual emissions from 2021 to 2024 and to incorporate the revised actions identified during the strategy review. The updated model quantifies the emissions reductions associated with the proposed decarbonisation actions and outlines the projected emissions pathway to 2030. This helps to estimate the gap to target (i.e. the remaining carbon emissions). Based on this, a high-level offsetting analysis was carried out to explore potential options for addressing residual emissions. Alongside the emissions modelling, there is an estimate of the costs of the proposed decarbonisation actions to provide an understanding of the investment required to progress the strategy.

3.6 In July 2025, Cabinet approved a public consultation for a period of 8 weeks on the revised Strategy attached as **Appendix 2.** The consultation questions are included as **Appendix 3**. A further report will be presented to Cabinet following the public consultation and seeking approval of the Strategy.

4. Equality implications (including Socio-economic Duty and Welsh Language)

4.1 The protected characteristics identified within the Equality Act, Socio-economic Duty and the impact on the use of the Welsh Language have been considered in the preparation of this report. As a public body in Wales the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

5.1 Long term – Tackling climate Change through mitigation is a long term activity and often across several generations to enact the behaviour change required to reduce emissions of greenhouse gases.

Integration – activities identified in this report promotes a shift towards sustainable practices and demonstrates our commitment to innovation and environmental stewardship, inspiring others to adopt similar initiatives. This holistic approach ensures that our project supports multiple well-being goals and aligns with the objectives of other public bodies.

Involvement – Engaging stakeholders with an interest in achieving activities identified in this report promotes action on climate change and demonstrates leadership to businesses, local community groups, environmental organisations, and council members.

Collaboration – Internally, we collaborate with various departments within the council to ensure alignment with broader sustainability goals and to secure necessary resources. Externally, we partner with suppliers and other public sector organisations to enhance our outreach efforts and share best practices. These partnerships enable us to pool resources, expertise, and networks, ensuring a comprehensive approach to promoting environmental awareness and sustainable practices. By working together, we can more effectively address the well-being goals of reducing carbon emissions.

Prevention – Activities identified in this report should over the longer term reduce our negative impact on greenhouse gas emissions. This has a direct impact on the wellbeing and future generations so they have at least the same quality of life as we do now.

6. Climate Change and Nature Implications

6.1 The Strategy is directly linked to climate change mitigation through the decarbonisation of the activities of Bridgend County Borough Council. Implementing all actions will reduce annual emissions by approximately 30,000tCO_2e from a 2019-20 baseline.

6.2 There are specific actions to maintain all owned woodland and greenfield areas are in a way to promote enhanced biodiversity, identify and maintain any peatland, avoid any unnecessary loss of carbon sequestration, and prioritise areas for afforestation/reforestation and biodiversity programmes.

7. Safeguarding and Corporate Parent Implications

7.1 No safeguarding or Corporate Parent implications associated with this report in line with the risks identified in the Safeguarding Policy.

8. Financial Implications

8.1 The draft strategy estimates the total cost to achieve net zero to be approximately £109.65m. The estimate however is indicative and excludes whole-life costs and like-for-like replacement comparisons. To gain a more accurate understanding of actual costs of each potential action in delivering the strategy it is important to understand that costs associated with delivering Council services will be incurred regardless, with assets such as heating systems and vehicles having to be replaced periodically by the Council. Therefore, the actual cost of any 'net-zero' option would be the difference between that option and any 'non net-zero option', and the same principle would apply to on-going revenue implications. Individual business cases will identify the cost difference between business as usual fossil fuel and low carbon options.

8.2 Grant funding has been, and will continue to be, an important mechanism to deliver actions that progress the decarbonisation of BCBC operations. Since 2021 BCBC has been awarded grants from Welsh Government and the Shared Prosperity Fund of £1m with a further £0.32m funding via earmarked reserves for electric vehicles and charging infrastructure, £1.1m for low carbon heating systems and solar PV, and a £204k interest free loan for LED lighting and solar PV with battery storage. Due to the amount of BCBC funding allocated towards delivering the Net Zero Strategy, the availability of external funds, and officer's abilities to secure them, will be essential in order for substantive progress to be made.

8.3 From 2025-26 to 2030-31 Council have approved a £150,000 annual capital allocation to support the Council with match funding for climate response grant bids.

8.4 The cost of incorporating net zero in major builds, e.g. new schools, will be built into each individual scheme's capital budget.

8.5 The programme is supported by a revenue budget that is solely used to employ the Decarbonisation Programme Manager and Decarbonisation Programme Officers.

9. Recommendation

9.1 It is recommended that the Committee consider the Bridgend County Borough Council Net Zero Strategy review **(Appendix 1)** and updated draft Strategy **(Appendix 2)** and provide comments, which can be fed back to Cabinet following the public consultation.

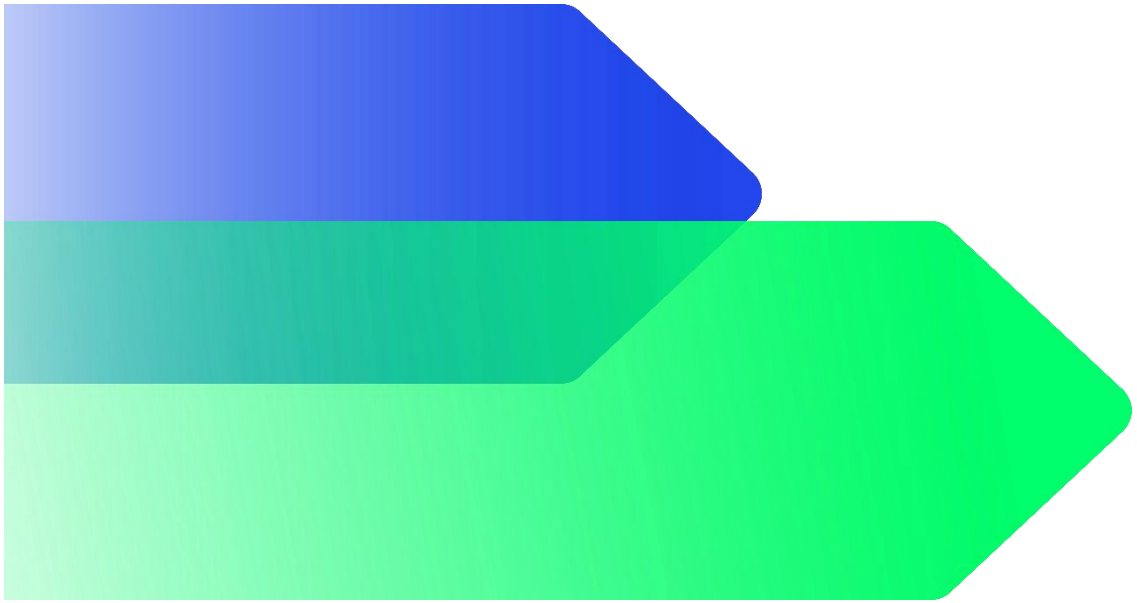
Background documents

None

2030 NET ZERO STRATEGY: PROGRESS REVIEW

BRIDGEND COUNTY BOROUGH COUNCIL

June 2025



THE CARBON TRUST

Our mission is to accelerate the move to a decarbonised future.

We have been climate pioneers for more than 20 years, partnering with leading businesses, governments and financial institutions globally. From strategic planning and target setting to activation and communication - we are your expert guide to turn your climate ambition into impact.

We are one global network of 400 experts with offices in the UK, the Netherlands, South Africa, Singapore and Mexico. To date, we have helped set 200+ science-based targets and guided 3,000+ organisations in 70 countries on their route to Net Zero.

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CONTENTS

EXECUTIVE SUMMARY

Bridgend County Borough Council (BCBC) has set out a vision for achieving Net Zero carbon emissions from its operations by 2030. This Strategy Review reflects on the progress made so far and updates the pathway toward achieving this goal.

Since declaring a climate emergency in 2020 and adopting a Net Zero Strategy in 2021, BCBC has taken steps to reduce emissions across its operations. While some progress has been made, this review highlights the need to strengthen internal governance, streamline delivery mechanisms and embed decarbonisation within wider council decision-making processes and practices.

A review of the original action plan was undertaken to understand progress to date and identify areas where further action is needed. Following this, the action plan was refined to focus on high-impact, feasible actions. Each initiative was assessed against criteria such as relevance, deliverability, and emissions reduction potential. Low-priority or outdated actions were removed or redefined. The resulting streamlined action list supports a more strategic, coordinated, and manageable approach to delivery.

A key focus of this review has been governance and delivery. In consultation with relevant officers across BCBC, via workshop sessions and one-to-one interviews, the Strategy's governance structure has been updated to support delivery and implementation. A new hybrid model has been developed, building on the existing Carbon Lead roles and incorporating a Communities of Practice approach. These cross-departmental groups will lead on priority themes: estates, fleet and procurement. The aim is to promote collaboration, build internal capacity and fix decarbonisation into day-to-day operations while ensuring continuity with established roles and responsibilities.

Carbon emissions modelling has been updated to assess the impact of proposed measures. Under a Business as Usual (BAU) scenario, residual emissions in 2030 are projected at 54,656 tCO_2e. With full implementation of the recommended initiatives, this gap to Net Zero reduces to 36,996 tCO_2e. The total investment required to deliver these initiatives is estimated at £109.65 million. While substantial, this figure reflects necessary asset renewal and is expected to be spread over several years. The estimate is indicative and excludes whole-life costs and like-for-like replacement comparisons. A significant portion of the estimated cost (~80%) relates to assets such as heating systems and vehicles that would require replacement regardless. Moreover, low-carbon technologies such as solar photovoltaic (PV), LED lighting, and insulation are more likely to attract external funding through grants or loans.

Finally, recognising that some emissions will remain unavoidable by 2030, the Strategy outlines options for offsetting, distinguishing between local (insetting) and global mechanisms. While offsetting should be a last resort, a clear framework will be needed to ensure that any future approach aligns with BCBC's values and delivers meaningful environmental and community benefits.

This review provides BCBC with a refreshed strategic direction and practical tools to accelerate its decarbonisation journey, with clearer prioritisation, strengthened delivery structures, and a better understanding of future investment needs.

1. INTRODUCTION AND CONTEXT

This report assesses progress against Bridgend County Borough Council's ('BCBC' / 'the Council') 2030 Net Zero Strategy and provides insights to inform the next implementation phase. The Carbon Trust has produced this report following in-depth engagement with key Council stakeholders and an objective review of documentation and data related to progress against the Strategy. A full list of the reviewed documents and stakeholders engaged is provided in Appendix A. BCBC should use the contents of this report and accompanying outputs to revise its Net Zero Strategy as appropriate.

The first chapter of this report outlines the current policy landscape, including key Welsh Government policies and legislation relevant to BCBC's Net Zero Strategy. It sets the context for the review by summarising progress against BCBC's own corporate policies and decarbonisation initiatives and presents BCBC's latest carbon footprint against the 2019/20 baseline footprint.

The second chapter evaluates BCBC's progress in implementing its 2030 Net Zero Strategy, assessing actions taken across the six main activity streams: Carbon Management, Buildings, Transport, Land Use, Waste and Procurement. The review assesses project progress since 2021 and outlines developments, plans, successes and challenges.

Every action received a qualitative score (1–5), assessing the progress made to date against the original Net Zero Strategy (e.g. 'minimal' to 'sector-leading'). The scoring methodology is detailed in Appendix B.

The third chapter evaluates the governance of BCBC's Net Zero Strategy, informed by interviews with the six Carbon Leads and feedback from a presentation to the Decarbonisation Programme Board. This section reviews the structures, processes, and leadership mechanisms in place to drive progress and identifies areas for improvement in Strategy coordination and accountability.

The fourth chapter outlines the emission and cost modelling for the recommended actions. The chapter provides an update to BCBC's emission model and projections, assesses the 'gap to target' for 2030 goals, estimates project costs and appraises potential offsetting options.

1.1 DRIVERS FOR DECARBONISATION

WALES AND WELSH GOVERNMENT LEGISLATION

Wales has been at the forefront of environmental, social and governance improvements, accounting for climate change impacts on future generations and enshrining in law mitigation and adaptation measures to reduce the worst consequences of global heating.

The Well-Being of Future Generations (Wales) Act, 2015, requires public bodies to work together to improve the "social, economic, environmental and cultural wellbeing of Wales." The world-leading Act sets out seven well-being goals addressing challenges, including climate change, to ensure that future generations have a good quality of life.

The Environment (Wales) Act, 2016, promotes the sustainable management of natural resources in Wales, balancing the competing priorities of building the necessary infrastructure and protecting vital ecosystems. The Act requires Welsh Ministers to set decarbonisation targets and carbon budgets – an essential first step in reducing greenhouse gas (GHG) emissions. The revision to the Act (Amendment of 2050 Emissions Target) Regulations 2021 sets the target for Wales to achieve Net Zero by 2050.

In 2019, Welsh Ministers and the Senedd **declared a climate emergency**, reaffirming Wales' commitment and determination to tackle the climate crisis. Subsequently, the Welsh Government published its **Climate Adaptation Strategy for Wales** – a plan that sets out what the Welsh Government is doing and will do to respond to the changing climate.

To achieve Net Zero by 2050, a series of 5-year carbon budgets between 2016 and 2050 have been agreed by the Welsh Government in **Net Zero Wales: Carbon Budget 2**, published in 2021. This outlines 123 policies and proposals to meet the second of these carbon budgets (2021-2025), by reducing emissions by 37% against the baseline.

Net Zero Wales also has the collective ambition for the public sector to achieve Net Zero by 2030. In line with this commitment, the **Welsh Government Net Zero Strategic Plan (2022)** sets the approach for their own operational and supply chain emissions. Current modelling shows a gap between ambition and delivery.

Welsh Ministers have the ambition for public bodies and community enterprises in Wales to develop over 100MW of new renewable capacity by 2026. They also aim for 1.5GW of electricity generated in Wales to be locally owned by 2035.

The **Social Partnership and Public Procurement (Wales) Act, 2023,** places a statutory duty on certain public bodies to consider socially responsible procurement. Public sector buyers will be legally required to award contracts based on the Most Advantageous Tender (MAT), rather than the Most Economically Advantageous Tender (MEAT). The Act enables consideration of broader community benefits, such as reducing carbon emissions.

REVIEWING THE 2030 NET ZERO TARGET FOR THE WELSH PUBLIC SECTOR

The feasibility of the 2030 Net Zero ambition for the Welsh public sector is increasingly under discussion. While the Welsh Government has not formally revised the target, there is recognition that significant challenges exist, particularly for local authorities facing financial, operational, and policy constraints. A review of the approach to the 2030 target is expected next year, which may lead to further strategic adjustments.

The Welsh Government Energy Service (WGES) worked alongside the Welsh Government in 2022 to develop its plan for achieving Net Zero as an organisation, set out in the Welsh Government's Net Zero Strategic Plan. As part of this process, the Welsh Government aligned itself with the Science-Based Targets initiative (SBTi) standard, adopting a minimum 90% reduction target by 2030 (on total emissions) relative to its 2019/20 baseline. Although SBTi was originally designed for private sector organisations, it was chosen not only due to the absence of a dedicated public sector Net Zero standard, but also because it ensures alignment with climate science, providing a robust, evidence-based approach to emissions reduction. Under this framework, the Welsh Government will prioritise reducing emissions as much as possible before considering offsetting any remaining residual emissions.

However, there is currently no firm decision on whether this approach will be extended across the wider public sector, creating some uncertainty for local authorities regarding alignment. Additionally, new Net Zero standards and reporting frameworks are emerging, suggesting that further policy developments could influence how the 2030 target is implemented.

Given these uncertainties, local authorities are advised to maintain their current course, continue implementing feasible decarbonisation measures, track progress with the Welsh Public Sector Net Zero Reporting scheme and closely monitor evolving policy developments to ensure alignment with future strategic adjustments.

1.2 BRIDGEND COUNTY BOROUGH COUNCIL PROGRESS

BRIDGEND CORPORATE POLICIES

Bridgend County Borough Council (BCBC) declared a climate emergency in June 2020 and set up a Climate Emergency Response programme. This commits to achieving Net Zero carbon emissions by 2030 across its operations, aligning with Welsh public sector ambitions. This goal is driven by the Well-being of Future Generations Act, the Environment Act, and the Climate Change Regulations (Carbon Budgets). BCBC follows the Welsh Public Sector Net Zero Reporting Process for its annual carbon footprint. Recognising its leadership role, BCBC aims to enable broader Net Zero goals for local businesses and communities. Decarbonisation is a priority in BCBC's Corporate Plan. Climate change decision-making is integrated through Bridgend's Public Services Board Wellbeing Plan.

In 2021, BCBC developed its Net Zero Carbon Strategy, in collaboration with the Carbon Trust, which was formally adopted by the Cabinet in January 2023. The Strategy outlines six priority action plans covering carbon management, buildings, transport, procurement, land use and waste, alongside governance arrangements to support delivery.

Recognising the need for continuous improvement, BCBC committed to reviewing the Strategy in 2024 and 2027 to account for policy changes, technological advancements and market developments. This report forms part of the 2024 review, assessing progress against the Strategy's objectives, updating emissions modelling, and refining action plans to ensure they remain aligned with Welsh and UK policy.

BRIDGEND RECENT PROGRESS

Since declaring a climate emergency in 2020 and publishing its 2030 Net Zero Carbon Strategy in 2021, BCBC has taken steps to reduce carbon emissions across its operations and support the county's transition to Net Zero. Over the past three years, the Council has implemented decarbonisation projects across key areas, such as buildings, transport, and land use.

Progress has been materially hampered due to the Council's financial challenges. Budgetary pressures meant the programme was not granted the requested revenue to implement the actions after the Strategy was adopted. Local authorities across Wales and the UK are faced with these challenges.

A summary of recent and active schemes progressing decarbonisation across the themes of buildings, transport, land use, and procurement is shown in Table 1 below.

A detailed assessment of all action areas outlined in the Strategy is presented in Chapter 2, evaluating progress, identifying gaps and determining where further acceleration or adjustments are needed.

While these achievements mark progress, the carbon footprint data in the next section (1.3 Carbon Footprint and Baseline) demonstrates that much more remains to be done. The scale and pace of the required transformation demand sustained effort, increased investment and continuous adaptation.

Table 1 - BCBC decarbonisation actions since 2021

Transport	Buildings	Land Use	Procurement
• LED street lighting • Porthcawl - new bus terminus • Electric vehicle (EV) charging infrastructure installed across the BCBC estate • Ultra-low emission vehicle (ULEV) infrastructure • Active travel provision	• Re:fit Cymru –retrofit programme • Bridgend District Heat Network • Bryncethin Depot – solar PV, LED & battery storage • Roof mount solar PV – multi-site • 21st Century Schools Programme • Site audits and control optimisation of all school and office sites • Low Carbon Heat Grant - round 2 (Installing air source heat pumps at two sites)	• Coastal protection scheme • Extending Local Nature Reserves areas • Feasibility – land-based renewables • Tree planting – i-Tree eco study • New Local Development Plan	• Regional procurement networks • Socially Responsible Procurement Strategy

1.3 CARBON FOOTPRINT AND BASELINE

BASELINE

The baseline year for BCBC's Net Zero Strategy is 2019/20, aligning with the Welsh Government's initial commitment to a Net Zero public sector and the first year of Net Zero Reporting.

As part of the development of the 2021 Net Zero Strategy, BCBC's 2019/20 total carbon footprint was estimated at approximately 90,241 tCO_2e, broken down as follows. For a detailed breakdown of the emission categories included in the footprint, see Appendix C.

- Scope 1: 6,106 tCO_2e
- Scope 2 : 4,983 tCO_2e
- Scope 3 : 79,152 tCO_2e[1]

However, subsequent calculations under the Welsh Public Sector Net Zero Reporting methodology produced a different footprint figure for 2019/20, with total emissions estimated at 67,011 tCO_2e, broken down as follows:

- Scope 1: 6,146 tCO_2e
- Scope 2: 5,405 tCO_2e
- Scope 3: 55,459 tCO_2e

Figure 1 – 2021 Strategy 2019/20 BCBC carbon footprint by scope (tCO_2e)

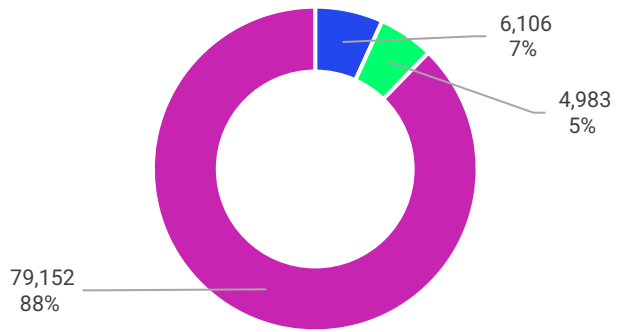
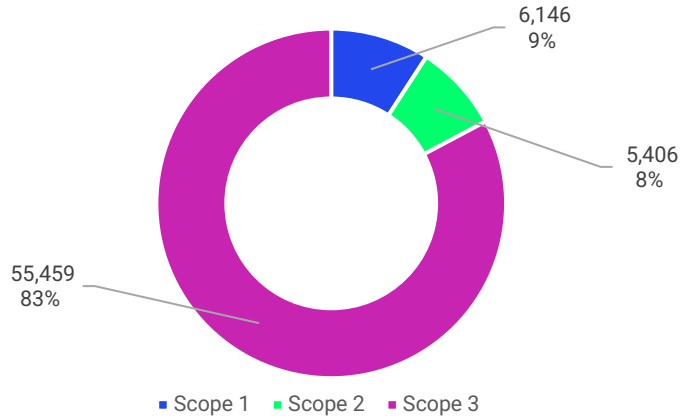


Figure 2 – Net Zero Reporting 2019/20 BCBC carbon footprint by scope (tCO_2e)



[1] Scope 1 emissions are direct emissions that are owned or controlled by the organisation, such as gas consumption for heating buildings or fuel consumption for the Council's fleet. Scope 2 emissions are indirect emissions from purchased electricity, heat or steam. Scope 3 emissions are all other indirect emissions, such as those from supply chains, business travel and employee commuting.

The difference in Scope 1 and Scope 2 emissions is minimal. The bigger discrepancy is in purchased goods and services in Scope 3. This difference is primarily due to differences in emission factor values in the calculations:

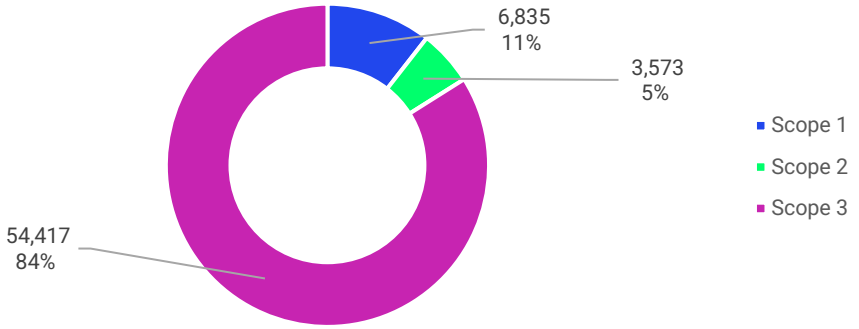
- The footprint calculated during **Strategy** development applied **Environmentally Extended Input-Output (EEIO)** factors
- The footprint calculated under the **Net Zero Reporting** used DEFRA published **Standard Industrial Classification (SIC)** emission factors.

As the Net Zero Reporting methodology is now the standard methodology for the Welsh public sector, BCBC's baseline has been updated to align with this approach (e.g. from now on, the emission figure used for 2019/20 will be 67,010 tCO_2e). This ensures consistency and provides access to multiple years of data using a standardised methodology.

2023/24 CARBON FOOTPRINT

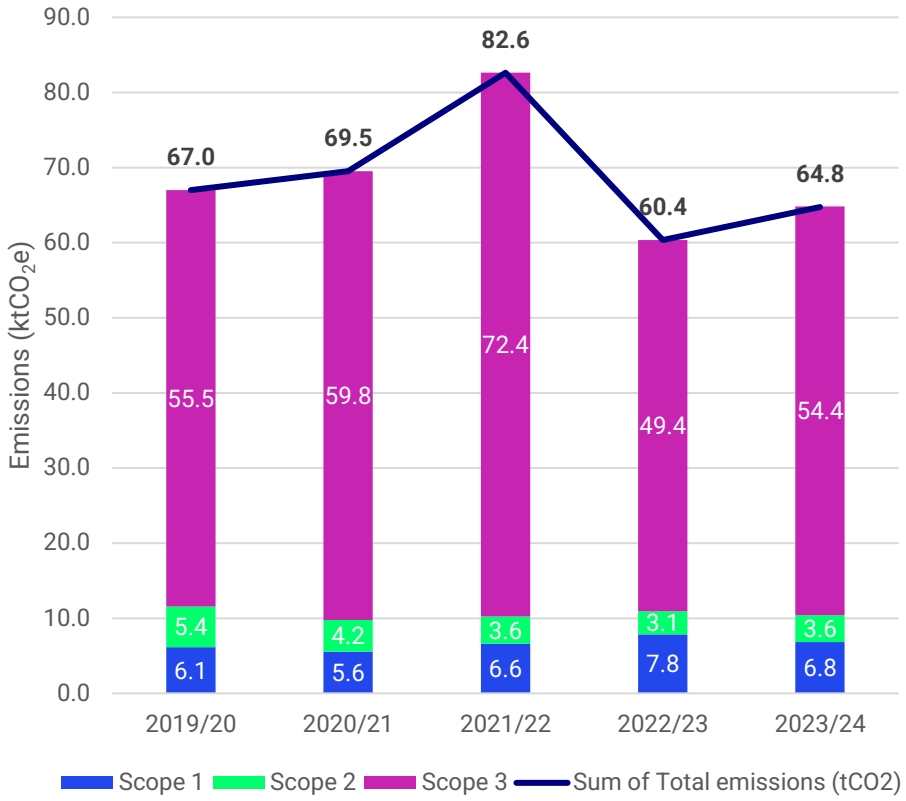
The total estimated carbon footprint for 2023/24 was 64,825 tCO_2e. Figure 3 illustrates the 2023/24 carbon footprint broken down by scope.

Figure 3 - Net Zero Reporting 2023/24 BCBC carbon footprint by scope (tCO2e)



Over the past five years, BCBC's emissions have fluctuated (see Figure 4), peaking in 2021/22, followed by a significant decline in 2022/23 and a subsequent increase in 2023/24. Overall, total emissions have decreased by 3.4% since 2019/20. Scope 3 emissions are the primary driver of change, while Scope 1 and Scope 2 emissions show more limited variations.

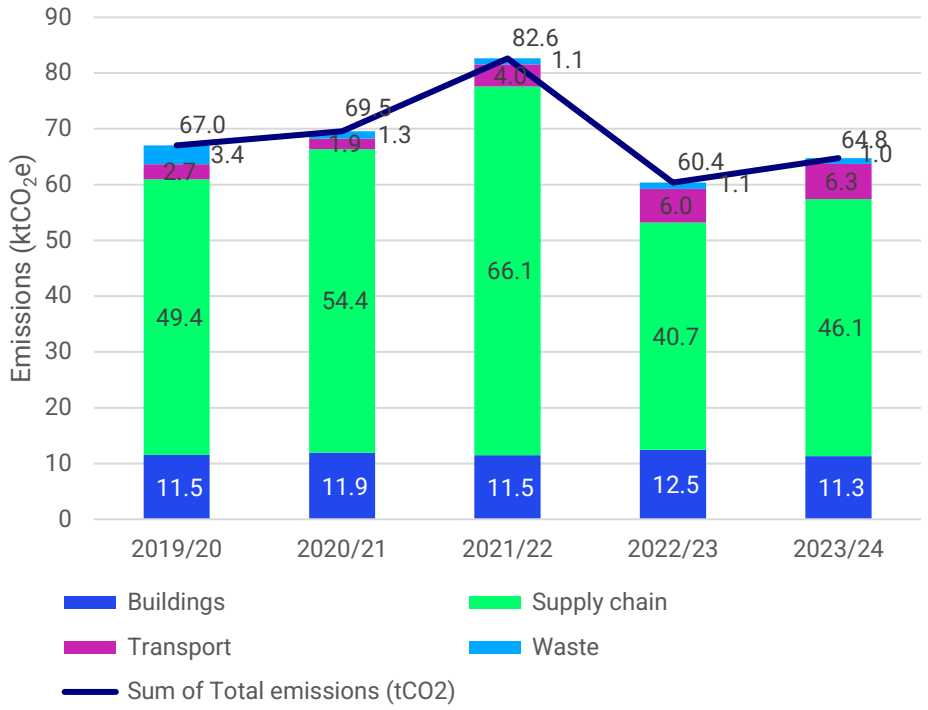
Figure 4 - Net Zero Reporting BCBC carbon footprint time series by scope (tCO_2e)



As shown in Figure 4, Scope 1 emissions have increased by 11.2% since 2019/20, rising from 6,146 tCO_2e to 6,835 tCO_2e, indicating a moderate increase in fuel consumption. Scope 2 emissions have decreased by 33.9%, from 5,405 tCO_2e to 3,573 tCO_2e, likely due to a combination of energy efficiency improvements, increased on-site renewable energy generation, and a reduction in the carbon intensity of grid electricity. Scope 3 emissions have marginally reduced by 1.9%, from 55,459 tCO_2e to 54,417 tCO_2e.

Figure 5 below presents the emissions breakdown by category rather than by scope, highlighting key sources such as buildings, the supply chain, transport, and waste.

Figure 5 – Net Zero Reporting BCBC carbon footprint time series by emissions category



Supply chain is the largest emission category. In 2023/24, supply chain emissions were 71% of the total footprint at 46,106 tCO_2e, a 7% decrease from 49,427 tCO_2e in 2020/21. Supply chain emissions were also the main factor behind the peak in 2021/22, reaching 66,135 tCO_2e, highlighting the significant impact of procurement activities, calculated using spend-based proxies, on overall emissions trends. This underlines the continued need for decarbonisation efforts in supplier engagement.

Building emissions have remained relatively stable at around 17% of the total footprint, with 11,284 tCO_2e recorded in 2023/24. However, this masks a significant reduction in fossil fuel consumption over the past year. In 2024, fossil fuel use fell by 21%, from 38.6 million kWh to 30.5 million kWh, while electricity consumption increased by 11%, from 12.1 million kWh to 13.5 million kWh.

Transport emissions have increased, rising from 4% of the total (2,677 tCO_2e) in 2020/21 to 10% (6,344 tCO_2e) in 2023/24. This increase is primarily due to the inclusion of commuting and homeworking emissions from 2023 onwards, as well as greater vehicle use following the easing of COVID-19 restrictions. Waste emissions remain low and stable, contributing just 2% of total emissions, at 1,024 tCO_2e in 2023/24.

The overall emissions trend indicates some progress, but supply chain emissions continue to be the most significant challenge in reaching BCBC's 2030 Net Zero target. While further action in procurement policies, fleet decarbonisation, and building efficiency measures will be essential to drive future reductions, some progress will also depend on external factors beyond BCBC's direct control, such as the decarbonisation of the national electricity grid and private sector decarbonisation.

2. 2030 NET ZERO STRATEGY PROGRESS REVIEW

This chapter evaluates BCBC's progress in implementing its 2030 Net Zero Strategy, assessing actions taken across the six main activity streams. Each activity stream is currently led by a designated Carbon Lead, who is responsible for driving implementation and monitoring progress. The review assesses project progress since 2021 and outlines developments, plans, successes and challenges.

Each sub-section of this chapter focuses on one of the activity streams and presents a table outlining the actions originally identified in the Strategy. The Carbon Trust has included additional columns to provide a commentary on progress, a progress score ranking from 1 (minimal progress) to 5 (sector-leading progress) (see Appendix B for more detail on the scoring system), and a recommendation on the status of each action. Actions are categorised as: Remove, Retain, Revise or New (introduce new initiative). See Appendix E for a list of updated initiatives.

2.1 CARBON MANAGEMENT INITIATIVES

Table 2 outlines the initiatives identified in the 2030 Net Zero Carbon Strategy, adopted in December 2022, that the Council is undertaking to implement carbon management across the organisation.

Table 2 - Carbon management initiatives progress review

Ref.	Description	Progress Score	Status	Carbon Trust Comments
CM1	The Council will appoint a technical expert in 2022 to undertake a more specific 'bottom-up' reduction pathway, providing more detailed carbon and financial modelling results for the agreed Action Plans in the 2030 Strategy.	2	Remove	Funding for this was part of an unsuccessful bid. This Strategy review provides updated pathway modelling for carbon and finances. This initiative can be removed from the revised Strategy.
CM2	Carbon impact and implications to be included in all Council business cases for investment, integrated with the Wellbeing of Future Generations assessment.	2	Revise	All Council reports include a 'Climate Change Implications' statement. However, these are not reviewed or tracked, and more comprehensive tools could be implemented (see Cornwall Council's doughnut economics). Furthermore, carbon costs should be integrated into decision-making processes.
CM3	The decarbonisation agenda will be proactively communicated to staff to support the uptake of low-carbon behaviours.	2	Revise	No engagement plan. We recommend that engagement initiatives strategically link to targets, e.g. upskilling building managers to improve building energy use, educating building managers about the waste hierarchy and educating Directorates and service areas about sustainable procurement practices.

CM4	Carbon Literacy training will have been completed by the end of the 2022/23 financial year and the training will be integrated into standard HR processes, such as e-learning modules.	3	Revise	Carbon literacy training has been undertaken by 12 elected members and 34 officers. Climate change e-learning is now mandatory for all staff.
CM5	All council job descriptions will be updated to include the general carbon responsibilities of employees and selected key council job descriptions will include defined carbon responsibilities as part of their role within the Council.	1	Revise	No progress. The process is more time-intensive than anticipated, with the need to consult Unions. We recommend prioritising selected key job descriptions, including defined carbon responsibilities, particularly for Carbon Lead/CoP members.
CM6	Through its participation in the Local Government Pension Scheme, BCBC acknowledges that climate change and carbon emission management is one of the risk factors of responsible investment and will support and actively monitor the delivery of the Fund's commitment to an orderly carbon transition and its active engagement with investee companies to reduce carbon exposure across the Pension Fund.	1	Remove	No progress. In alignment with the WGES Net Zero Reporting guidance, this action does not directly contribute to the Council's operational emissions calculation. Following client feedback and in order to streamline the list of actions, it has been removed. However, continued engagement with the Pension Fund remains good practice in the context of broader climate leadership and responsible investment.
CM7	Utilise the Welsh Government Public Sector Carbon Reporting Guide to report annually the Carbon Footprints of Council's operations, this will form the basis for tracking progress against the Net Zero 2030 target.	4	Retain	BCBC reports a complete emissions inventory to the Net Zero Reporting scheme. Using the results to improve widespread understanding of the Council's emissions and how they relate to different service areas is key to cross-council ownership of the agenda. Next steps should focus on providing building-level data and moving to Tier 2 supply chain reporting. These actions will sit in the Estates and Procurement activity streams.

2.2 BUILDINGS INITIATIVES

Table 3 outlines the initiatives identified to reduce the emissions associated with the operation of buildings*.

Table 3 - Buildings initiatives progress review

Ref.	Description	Progress Score	Status	Carbon Trust Comments
B1	The Council will progress a transformational energy and water efficiency retrofit programme across its estate – every building will have undergone a multi-technology energy efficiency upgrade by 2030.	3	Retain	Ongoing. Completed work with Re:Fit and currently have two buildings with Low Carbon Heat funding. While a centrally held asset register is being created, there is currently no consolidated monitoring of progress. Finishing the register should be a priority. Also, this initiative would benefit from being broken down into interim/shorter-term targets.

B2	The Council will undertake and commission surveys to collate a full asset and conditions list of energy consuming equipment across its built estate by end of 2023.	2	Review	Ongoing. As above (B1) on register and interim targets. Noted that AECOM is pulling together a report for all Schools in Wales. This will be even more important with updates to the Net Zero Reporting guidance, asking public sector bodies to provide floor area data alongside energy use. Revise the completion year for this initiative.
B3	The Council will complete expert low carbon heat studies for all large strategic sites to set the plan to transition away from fossil fuel heat sources.	2	Retain	Ongoing. As above (B1) on register and interim targets. Council needs to consider creating a list of shovel-ready projects to access grant funding when it become available.
B4	Decommissioning of traditional boilers will be preferred over replacement, with low carbon heat solutions appraised and prioritised within the business case process.	2	Retain	Ongoing. As above (B1) on register and interim targets.
B5	Legacy lighting will only be replaced with modern LED alternatives; all lighting will be LED by 2030.	3	Retain	Ongoing replacement programme delivered through Re:Fit and funded from the Decarbonisation capital budget, with over 17 sites covered to date. As above (B1) on register and interim targets.
B6	All buildings will be assessed to have standardised, effective building management systems (BMS) including a dedicated central resource to optimise energy use across the built estate on a consistent basis.	3	Retain	Roughly 60 out of 120 buildings have BMS. Low cost of installing BMS makes it a high-priority action. As above (B1) on register and interim targets.
B7	The Council will complete surveys to understand the overall viable potential for onsite renewable energy generation across the estate. By 2026 half of this potential should be installed, with the remainder by 2030.	3	Revise	Nine sites have been identified for solar PV installation with funding allocated from the Decarbonisation capital budget. As above (B1) on register and interim targets. Target date needs revision.
B8	The Council will work closely with schools to develop a plan to better deliver carbon reduction in these buildings.	3	Retain	AECOM report currently underway.

*Actions related to new buildings are all considered to be ongoing and should be retained in the new Strategy.

2.3 TRANSPORT INITIATIVES

Table 4 outlines the initiatives identified to reduce the emissions associated with transport, including from fleet, business travel and commuting.

Table 4 - Transport initiatives progress review

Ref.	Description	Progress Score	Status	Carbon Trust Comments
T1	The Council will complete a business travel review to appraise the use of staff vehicles, pool cars and public transport across all departments; Council business travel policies will be updated accordingly.	1	Retain	No progress. Management is shared across departments. Retain but move to the proposed Behaviour Change Community of Practice (CoP) (see Section 3: Governance and Delivery Assessment).
T2	The Council's staff business travel policy will prioritise the use of virtual meetings, active travel and public transport.	1	Retain	As above (T1).
T3	The Council will undertake a detailed review of staff commuting patterns to better understand the impact on its overall carbon footprint; guidance and incentive schemes will be considered to support staff.	1	Retain	As above (T1). Prioritise undertaking a staff commuting survey to calculate emissions. Retain but move to the proposed Behaviour Change Community of Practice (CoP). The Carbon Trust can provide support for the staff commuting survey.
T4	The Council will support the Welsh Government's 30% work from home target by continuing to facilitate home working, developing digital infrastructure, and rationalising office space.	2	Review	Progress not tracked, though it is considered that a large proportion of officers do work from home, facilitated by IT equipment and infrastructure, revised desk allocations and disposal of office buildings. Management is shared across departments. Retain but move to the proposed Behaviour Change CoP. Noted that some services require more in-person work (social care, education, highways maintenance) – there can't be a 30% target for every service area.
T5	The Council will oversee the development of a best practice approach for ULEV technology across the Council's own fleet, staff vehicles and public EV charging.	2	Revise	Some progress. We recommend that the Council seek support from WGES on ULEV and EV transition planning and implementation. Remove mention of public EV charging as not relevant to the Strategy.
T6	To encourage the transition to an EV fleet the Council will prioritise the development of an EV charging infrastructure network plan for the existing estate.	2	Retain	Management is split across multiple departments. Progress has been made in the Highways team with over 60 charge points installed and more in progress (though coming up against barriers).
T7	EVs will be prioritised as replacements for Council owned cars and small vans in the short term, with all conforming to ULEV standards by 2025.	1	Revise	No progress. Revise target date.
T8	All new medium/large freight vehicles procured across the Council after April 2026 will be to the future modern standard of ULEVs.	1	Revise	Some testing of large freight EVs as they come onto the market, but it is very dependent on load and cost. The target date needs to be updated.
T9	The Council will actively engage with innovation projects to help shape the future landscape of the ULEV market, specifically hydrogen-powered vehicles.	2	Remove	Some activities are ongoing. No available data. Remove as not directly relevant to this strategy and to support streamlining of the action list.

T10	The Council will undertake a review of fuel used in small plant and equipment to understand their carbon footprint and what assets can be replaced with electric versions.	2	Retain	Electric equipment is being used, but a review has not been completed. Lack of a register for management of progress. Retain and make it a priority to register and track equipment.
T11	The Council will pro-actively engage with other public bodies within the County to ensure strategic travel plans do not counteract each other.	1	Remove	No longer sits with Highways and is more related to area-wide emissions than organisational emissions.

2.4 LAND USE INITIATIVES

Table 5 outlines the initiatives identified to promote sustainable land use on its land: to generate renewable energy, carbon sequestration and create spaces to encourage biodiversity. All retained and revised actions should be moved to the proposed Estates activity stream.

Table 5 - Land use initiatives progress review

Ref.	Description	Progress Score	Status	Carbon Trust Comments
L1	The Council will support the delivery of Local Development Plan (LDP) identified renewables and offsetting opportunities on its own land and neighbouring land, and also influence and support broader county-wide schemes through the council's role in planning.	3	Remove	Carbon Trust completed a Low Carbon and Renewable Energy Assessment (REA) for Bridgend in 2019, which formed part of the Evidence Base for their Replacement LDP (RLDP). The RLDP was adopted in 2024 and included many of the policy recommendations provided in the REA. As the scope of the RLDP is county-wide rather than purely BCBC organisational emissions, we recommend removing this initiative.
L2	The Council will improve its understanding of all owned land assets to correctly appreciate the levels of carbon sequestration by March 2023 and develop plans to maximise carbon benefits in these areas.	3	Revise	WGES completed a land asset review in 2021, which reviewed the potential for renewable energy developments on a number of parcels of BCBC-owned land. The review identified three priority group sites (A, B, and C) and removed seven sites from the assessment altogether due to their lack of suitability for development. We recommend that the next steps for the priority A, B, and C sites be revisited. If the decision is made not to progress with any of these sites for renewable energy deployment, they should be considered, alongside the sites removed from the assessment and any other additional parcels of land owned by BCBC, for carbon sequestration potential. The Carbon Trust can provide support with this.
L3	The Council will ensure all owned woodland and greenfield areas are maintained in a way to promote enhanced biodiversity and avoid any unnecessary loss of carbon sequestration.	2	Retain	Noted that the Council manages five local nature reserves with efforts to promote biodiversity at these sites. The initiative would be improved with monitoring and interim targets.

L4	The Council will identify its own and neighbouring land for large-scale renewable developments, primarily solar and wind projects. Private wire connections to owned sites will be prioritised over exporting directly to the grid.	3	Remove	In 2021, WGES completed a review of ground-mounted solar sites, of which the highest priority one at the Bryncethin Claypits site will be leased to CCR for 5MW PV to power the Hybont project via private wire. No other sites are close enough to BCBC assets to private wire, and there is no benefit to emissions reporting to develop grid-connected projects. Noted that most large-scale land ownership is reserved to fund capital programmes like school development. Remove as there are no more eligible sites.
L5	Where large-scale renewable developments are not possible, the Council will prioritise these areas for afforestation/reforestation and biodiversity programmes on its own land.	2	Retain	The Council has undertaken several tree planting projects (e.g. Ogmore Valley community woodland, Sker Farm and Aber Fields). However, it is not clear how land use designations are prioritised.
L6	The Council will undertake an assessment to understand the extent of peatland across its estate; a continual maintenance and regeneration programme will be put in place for any identified areas.	1	Retain	No formal assessment was undertaken, but it was noted that officers believe there is no peatland on the estate. We recommend undertaking a formal assessment as part of L2.
L7	The Council will identify the additional maintenance resource needed to help kick start a more extensive green infrastructure programme across the county.	1	Remove	Noted that this is less relevant to making the Council's operational Net Zero.
L8	Work with partners to map and review Council-owned land to identify categories that align with the Net Zero Reporting commitment	-	New	Potential to use the WLGA/DataMapWales Land and Carbon Sequestration Mapping tool.

2.5 PROCUREMENT INITIATIVES

Table 6 outlines the initiatives identified to reduce the emissions associated with procurement. It was noted in the Carbon Lead interview that there has been no progress on any of the procurement actions to date due to a lack of resource.

Table 6 - Procurement initiatives progress review

Ref.	Description	Progress Score	Status	Carbon Trust Comments
P1	The Council will develop a Sustainable Procurement Code of Practice to include a framework for assessing the sustainability credentials of suppliers at varying contract values and types; this will consider the evolving Welsh Procurement Policy Notes (WPPN).	2	Retain	There is a requirement to include a social value question in all tenders (at least 10% weighting), and commissioning officers must consult with the Decarbonisation and Climate Change teams to inform this.

P2	The Council will aim to engage with and utilise the local and low carbon supply chains whilst maintaining high standards for goods and services. This will be a corporate initiative and not just the responsibility of the procurement team.	1	Retain	No progress.
P3	The Council will build upon WPPN 06/21 and require carbon management plans/decarbonisation improvement to be demonstrated in the highest carbon impact and strategic contracts by 2025, this will include contracts as they come to be procured associated with 'Transit & Ground Passenger Transport Services' and 'Nursing & Residential Care Services'.	3	Revise	A carbon reduction plan is required at a contract value of £1m. Continue to review the requirements of carbon reduction plans from suppliers and note forthcoming learnings from the WGES Net Zero Reporting supplier data collection template pilot.
P4	The Council will apply the principles of 'WPPN 12/21 Decarbonisation through Procurement', to an increasing proportion of contracts such that by 2030, all contracts above an agreed value are subject to carbon assessment and reporting.	2	Retain	As above.
P5	The Council will work to ensure decarbonisation selection criteria and the requirement for supplier carbon reduction plans (CRP) is integrated into contract procedure rules for contracts valued at £5 million or more (as per WPPN 06/21) for contracts procured from 2025. This will be a corporate initiative and will involve the development of a work plan which will be presented to Cabinet and Council to amend the Contract Procedure Rules.	4	Remove	Remove as complete. For contracts of £50k and above, BCBC requires policies to show the bidder's approach to waste reduction and greenhouse gas emissions management. The social value question will seek to establish how environmental impacts will be minimised throughout the contract delivery.
P6	The Council, through its Economic Development function, will engage with its supply chain to communicate its ambition for Net Zero and the request for suppliers to come on the journey; the Council will share its developing procurement practice, resources for suppliers, and any opportunities for supply chain decarbonisation funding.	1	Retain	No progress.
P7	The Council will provide a training programme for internal service commissioners by developing best practice and engaging experts; the Council procurement and service commissioners will work in collaboration to champion decarbonisation in the supply chain. This will be resourced through the Climate Change Response Programme.	3	Revise	The Corporate Procurement Manager has delivered training on this. Training opportunities should be reviewed. Revise reference to the Climate Change Response Programme.
P8	Contract management will be used to oversee decarbonisation progress and carbon accounting in both short- and long-term contracts, this will be overseen by the BCBC 2030 Programme Board and reported to Corporate Management Board (CMB) as required.	1	Retain	No progress.
P9	A task and finish group will be established to identify funding option to secure a dedicated resource will be put in place to support development of the Sustainable Procurement Code of Practice, Socially Responsible Procurement Strategy, and ongoing management of decarbonisation through procurement.	1	Remove	Responsibility for the allocation of this funding sits within Senior Leadership, not just the Procurement Lead.
P10	The Council recognises the need for a regional and national approach and will identify other organisations and forums, e.g. National Themes, Outcomes and Measures	1	Retain	We recommend attending the WLGA Procurement Task and Finish Group.

	(TOMS) Wales, Welsh Local Government Association (WLGA), for collaboration across Wales to help develop its understanding and take note from best practice approaches.			
P11	Prioritise enabling a move from Tier 1 to Tier 2 supply chain emissions reporting. Engage with work being done by the Welsh Government Energy Service to develop a supplier contract emissions reporting tool.	-	New	This action depends on senior leadership providing procurement with additional resource, as we recommend in Section 2: Governance and Delivery Assessment.

2.6 WASTE INITIATIVES

Table 7 outlines the initiatives identified to reduce the emissions associated with the waste that the Council produces and collects. Though the Council has made significant progress on municipal waste, this review concerns how organisational waste actions have progressed. In discussion with Council officers, it has been agreed that national legislation will be the main driver of change on this issue.

Table 7 - Waste initiatives progress review

Ref.	Description	Progress Score	Status	Carbon Trust Comments
W1	The council will build on its performance in regard to reducing waste sent to landfills and recycling in line with the Welsh Government Towards Zero Waste Strategy.	2	Retain	Retain but move to the proposed Behaviour Change Community of Practice (CoP).
W2	All waste streams will be reviewed on an annual basis to ensure the most sustainable method of disposal is being undertaken, the waste hierarchy will be used as a template for action.	2	Retain	Noted that this is already a legislative requirement. Retain but move to the proposed Behaviour Change Community of Practice (CoP).
W3	Undertake a more joined up approach across the council on waste data collection to ensure all waste streams are being identified.	2	Retain	Retain but move to the proposed Behaviour Change Community of Practice (CoP).
W4	The council will work with the schools to implement further food waste initiatives to reduce the amount of waste sent to landfills.	4	Remove	Superseded by the Workplace Recycling regulations.
W5	The council will develop a plan to agree on future step changes to continue working to achieve the outcomes set out by Welsh Governments: Towards zero waste: our waste Strategy.	3	Remove	Currently mid-commission. Noted that the Welsh Government have not set specific waste targets beyond 2024 for councils to work to, complicating future mapping. Not relevant to Council Waste.
W6	The council will review best practice advice and develop a plan to support highways and capital projects on hard to decarbonise waste streams such as cement, concrete and Asphalt.	1	Remove	No progress. This has been removed to streamline the initiatives but it should be picked up at a later date.

W7	The council will increase the availability of battery-powered equipment and tools in its supply chain to reduce disposal and replacement cycles.	2	Remove	Ongoing. Noted that there is no overall monitoring of equipment (as with T10). Removed for the same reason as given above.
W8	The council will prioritise the purchase of reused and remanufactured products that have recycled content, this will be embedded into best practices for service commissioners.	1	Retain	No progress. Retain but move to the proposed Behaviour Change Community of Practice (CoP).
W9	The council will continue to engage with key stakeholders and work with our communities to encourage the reduction of waste, reuse and recycling.	1	Remove	Engagement is ongoing. Noted that this is more relevant to the Borough's Net Zero target and is less relevant to making the Council's operations Net Zero. Retain but move to the proposed Behaviour Change CoP.

3. GOVERNANCE AND DELIVERY ASSESSMENT

3.1 CURRENT GOVERNANCE STRUCTURE

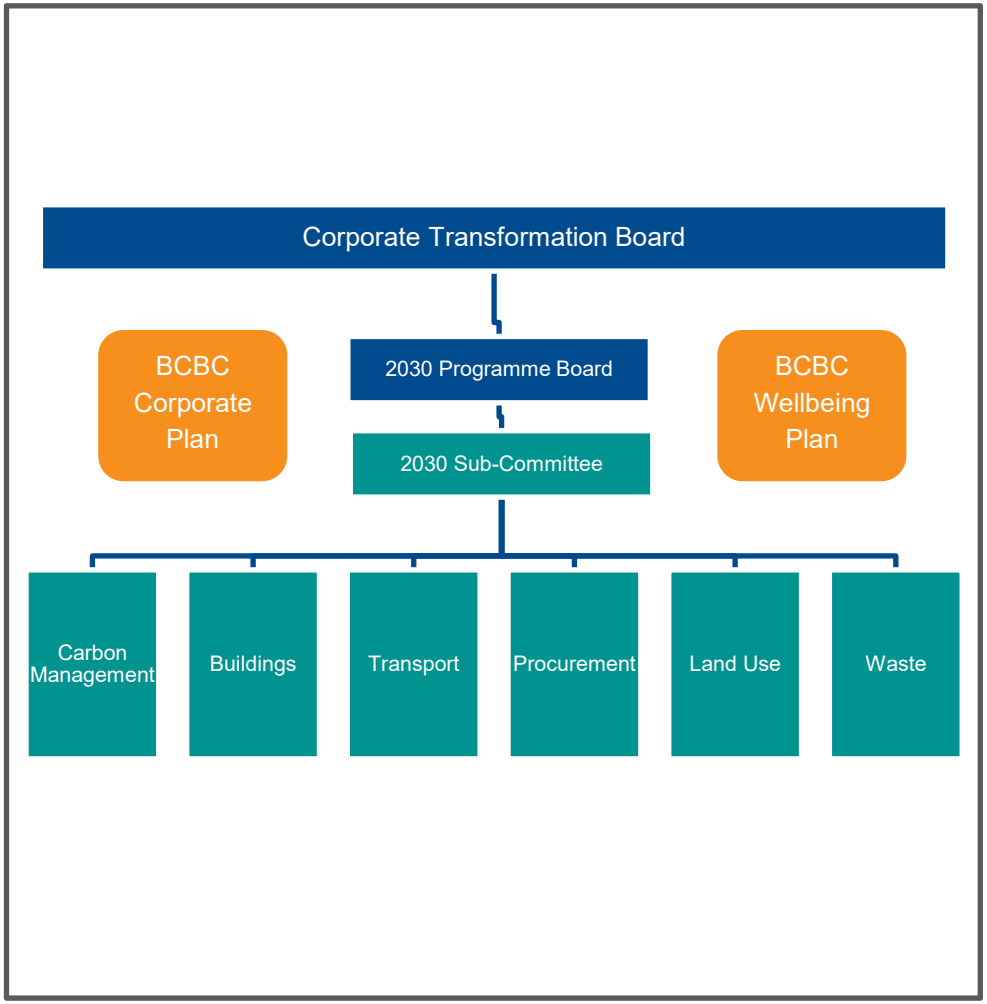
The 2030 Net Zero Carbon Strategy maintained the Decarbonisation 2030 Programme Board to oversee and track progress, chaired by the Cabinet Member for Communities and led by the Corporate Director of Communities. The Decarbonisation Programme Manager organises Strategy delivery.

To embed delivery across the Council, the Strategy set out a structure whereby each of the six activity streams – carbon management, buildings, transport, land use, waste and procurement – would be assigned a 'Carbon Lead'. Each stream has an associated action plan that is the Carbon Lead's responsibility.

The Strategy also envisioned a 2030 Steering Group, chaired by the Decarbonisation Programme Manager, where Carbon Leads could meet regularly and collaborate across the decarbonisation programme.

The current Carbon Lead appointments are:

- Carbon Management – Group Manager, Economy, Natural Resources and Sustainability
- Buildings – Group Manager, Corporate Landlord
- Transport – Group Manager, Highways & Green Spaces
- Waste – Head of Operations, Community Services
- Procurement – Corporate Procurement Manager
- Land Use – Climate Change Response Manager



3.2 CARBON LEAD ENGAGEMENT CONCLUSIONS

The Strategy's governance arrangements, established to oversee and deliver Bridgend's Net Zero ambition, have been identified as a key area for review. The Carbon Trust undertook half-hour interviews with all six Carbon Leads to evaluate the governance arrangements and/or adjust objectives for the Carbon Leads and implementation-focussed staff. The interviews generated the following conclusions:

1. SENIOR CARBON LEADS HAVE COMPETING PRIORITIES

All the Carbon Leads acknowledged that they have too many competing priorities to drive delivery. This was stressed particularly for the Waste, Carbon Management and Transport Carbon Leads. For Procurement, though the Lead is the most appropriate officer for the position, they lack the necessary staff resource to drive delivery.

2. SOME STREAMS CUT ACROSS MULTIPLE SERVICE AREAS

Two of the Carbon Lead activity streams – Transport and Carbon Management – cut across multiple service areas. For example, Transport cuts across Human Resources (e.g. initiatives T1, T2, T3, T4) and Social Care/ Education (T5, T6, T7). Having one Carbon Lead across service areas is proving ineffective. Conversely, in streams with management across one service area, such as Buildings, the individual Carbon Lead role works well.

3. LEGISLATIVE REQUIREMENTS ARE THE MAIN DELIVERY DRIVER FOR SOME STREAMS

In the Waste and Land Use activity streams, it was noted that the primary delivery driver is not the Strategy but other legislative requirements. Waste actions are driven primarily by the Workplace Recycling regulations, adopted in April 2024 and Bridgend's Local Development Plan 2018-2033, adopted in March 2024, is the main driver of land use activity.

4. THE PROGRAMME BOARD AGENDA HAS BECOME DISCONNECTED FROM THE STRATEGY

Some interviewees discussed the role of the Programme Board. One noted that as the Carbon Lead structure has failed to deliver, the Board agenda has been less connected to the Strategy actions. Another echoed this point and noted that there is a lack of clarity on how the work of the Carbon Leads feeds into the bigger picture and connects to the Strategy. Progress linked to the Strategy is no longer routinely reviewed and benchmarked.

5. DIFFICULTY EMBEDDING THE STRATEGY WITHIN THE COUNCIL

The Carbon Management action plan contains several actions relating to staff communication and engagement, job descriptions and training for council officers and/or councillors, in order to embed the Strategy within the Council. Collaboration with Human Resources has been difficult and there have been unforeseen complexities, for example, the need to consult with the Unions to include carbon reduction in staff job descriptions.

Furthermore, opportunities to promote ownership of the decarbonisation agenda amongst the wider elected membership could be more fully explored.

3.3 MOBILISATION AND MANAGEMENT RECOMMENDATIONS

Following the conclusion of the Carbon Lead interviews, review of the previous Strategy and discussions with the Decarbonisation Programme Manager, we recommend that, instead of having six individuals responsible for each activity stream, for some areas responsibility is spread across a 'Community of Practice' (CoP), a group with representatives across different, relevant service areas. Table 8 below summarises the key principles for each approach.

We recommend that the Waste activity stream does not have a dedicated Lead or Community of Practice because Council waste management will be driven by national legislation. Some Council waste actions, particularly concerning behaviour change and procurement, have been redistributed to those relevant CoPs.

Table 8 – Principles for Mobilising and Managing Activity Streams: Carbon Leads vs Communities of Practice

Carbon Lead Principles	Community of Practice Principles
• Relevant for activity streams that sit within a single service area, e.g. Estates. • The Lead integrates the delivery of the activity stream into pre-existing service area groups/meetings. • Targets and actions must be integrated into the Directorate business plans as part of a BAU workstream. • The Lead project manages the delivery of the targets for the activity stream and reports to the Decarbonisation Programme Manager and the Decarbonisation Programme Board.	• Relevant for activity streams that cut across multiple service areas, e.g. Behaviour change, Procurement and Fleet. • Constitutes a formal group with Terms of Reference, a Chair and a rolling agenda. CoPs should meet every six weeks, the week before the Programme Board. • Members must have the capacity to deliver actions. • The Chair project manages the delivery of the targets for the activity stream and reports to the Decarbonisation Board.

The following sections provide an overview of each activity stream, outlining its scope, membership, and key objectives.

BEHAVIOUR CHANGE COMMUNITY OF PRACTICE

Recommendation: replace the Carbon Management Carbon Lead and Waste Carbon Lead with a Behaviour Change Community of Practice.

This recommendation reflects feedback that officer engagement needs to be prioritised to meet key targets in the Strategy.

Aim: to reduce Council emissions by influencing behaviour change amongst officers.

Objective: to coordinate the delivery and monitoring of actions in the Behaviour Change action plan, with particular focus on:

- Improving the integration of sustainability considerations into Council decision-making.
- Advancing officer engagement and training on climate change in a way that is aligned with the Strategy targets.
- Tracking and improving behaviours that affect sustainability across the council in areas such as commuting, homeworking, Council office waste and procurement.

FLEET COMMUNITY OF PRACTICE

Recommendation: replace the Transport Carbon Lead with a Fleet Community of Practice.

This recommendation reflects feedback that management of the Council's fleet is fractured across multiple service areas, making it difficult for one officer to coordinate the level of collaborative action required.

Aim: to reduce emissions from the Council's fleet.

Objective: to coordinate emissions reduction actions across service areas, prioritising Highways, Waste, Education and Social Care, focussing on:

- Developing a best practice approach for ultra-low emission vehicle (ULEV) technology across the Council's fleet, staff vehicles and public electric vehicle (EV) charging.
- Developing an EV charging infrastructure plan for the estate.
- Prioritise EVs as replacements for Council-owned fleet vehicles.

PROCUREMENT COMMUNITY OF PRACTICE

Recommendation: replace the Procurement Carbon Lead with a Procurement Community of Practice.

This recommendation reflects feedback from the Programme Board presentation that it would help the procurement team to be able to feed into Directorate procurement exercises at an earlier stage.

Recommendation: commit extra resource to the procurement team. With supply chain emissions accounting for 71% of the Council's footprint, this is a priority topic for Council decarbonisation.

Aim: to reduce emissions from the Council's supply chain.

Objectives: to coordinate a more sustainable approach to Directorate procurement exercises and improve the Council's supply chain emissions reporting.

ESTATE CARBON LEAD

Recommendation: replace the Buildings Carbon Lead and Land Use Carbon Lead with a single Estates Carbon Lead. We also recommend integrating the actions into the wider Corporate Landlord Directorate business plan. The Lead will project manage delivery using pre-existing meetings within the Corporate Landlord service area.

This recommendation reflects feedback that the work required for Buildings and Land Use sits centrally within the Corporate Landlord service

area. Combining the previous activity streams into one reflects this and minimises the need for additional time and resource.

Aim: to reduce emissions from the Council's estate.

Objective: to coordinate emission reduction actions within the Corporate Landlord service area, with a particular focus on:

- Managing the ongoing energy and water efficiency retrofit programme across the estate, collating a full asset and condition list of energy-consuming equipment.
- Delivering renewable energy and offsetting opportunities on Council-owned and neighbouring land.

PROGRAMME BOARD AND MANAGEMENT

Recommendation: streamline the Programme Board membership to the Cabinet Member for Climate Change and Environment (Chair), CoP chairs, Leads, Decarbonisation Programme Team, representatives from Finance, Legal, and HR.

Recommendation: revise the Programme Board Terms of Reference to focus only on the Strategy delivery and not the wider Climate Change Response activities, in order to streamline the Programme Board's remit. Responsibility for wider activities should be absorbed elsewhere.

Recommendation: the Council uses its established project management approach. Appendix D provides additional example tools and templates that can be used to track key actions, monitor progress, and support effective coordination across teams.

Aim: streamline board membership and remit to enable officers to prioritise delivery against agreed actions.

4. EMISSIONS PROJECTIONS MODELLING, COST ANALYSIS, AND OFFSETTING APPRAISAL

This chapter presents the updated emissions projections and cost modelling for the recommended decarbonisation actions. It assesses Bridgend Council's progress toward its 2030 Net Zero target, quantifies the emissions reduction potential of proposed initiatives, and estimates associated costs. The analysis also considers the remaining 'gap to target' and introduces offsetting requirements to close this gap.

4.1 EMISSIONS PROJECTIONS MODELLING

In collaboration with the Carbon Trust, the Council has established a baseline for its total carbon emissions in 2019/20, estimated at 67,011 tCO_2e. This figure is based on actual data where available; however, some elements, such as carbon sequestration from natural assets on Council-owned land, could not be quantified at this stage.

It is recognised that fully eliminating carbon emissions from Council operations is unlikely to be feasible – a challenge common to all Local Authorities in Wales. The Council must therefore prioritise emissions reduction as far as possible before relying on offsetting measures to achieve Net Zero.

The emissions remaining after all feasible reductions are referred to as the "Gap to Target." This represents the volume of residual emissions that would need to be offset in order to achieve Net Zero by 2030. Based on the emissions modelling carried out for BCBC, the gap is projected to be 54,656 tCO_2e under a Business as Usual (BAU) scenario. Under the Initiatives scenario – where the Council implements the proposed emissions reduction measures the gap is reduced to 36,996 tCO_2e. This is illustrated in Figure 6, which shows the total emissions projections for the Council from 2019/20 to 2029/30.

The Business as Usual (BAU) scenario models the Council's projected emissions in 2030, assuming no significant changes in operational activity compared to the baseline year. It incorporates anticipated external decarbonisation trends, such as reductions in emissions from the national electricity grid and supply chains, but assumes that the Council's internal activity levels (e.g. energy use, travel, and procurement) remain consistent with current patterns.

- The Initiatives scenario builds on the BAU projection by modelling the combined impact of external decarbonisation and the implementation of the actions outlined earlier in this report. These actions include measures to reduce energy demand, switch to lower-carbon fuels, and improve efficiency across buildings, fleet, and procurement activities.

The calculation spreadsheets have been handed over to the project team to support further review and consultation.

Figures 7, 8, and 9 break down the total emissions projections shown in Figure 6, outlining decarbonisation pathways for supply chain, buildings, fleet, business travel, commuting and homeworking emissions, respectively. These provide a more detailed view of the modelling undertaken as part of this Strategy. The Council recognises that additional, more granular 'bottom-up' modelling will be required as it continues its journey toward Net Zero by 2030.

Figure 6 – BCBC total emissions projections from the baseline year (2019/20) to 2030 under Business as Usual and Initiatives scenarios

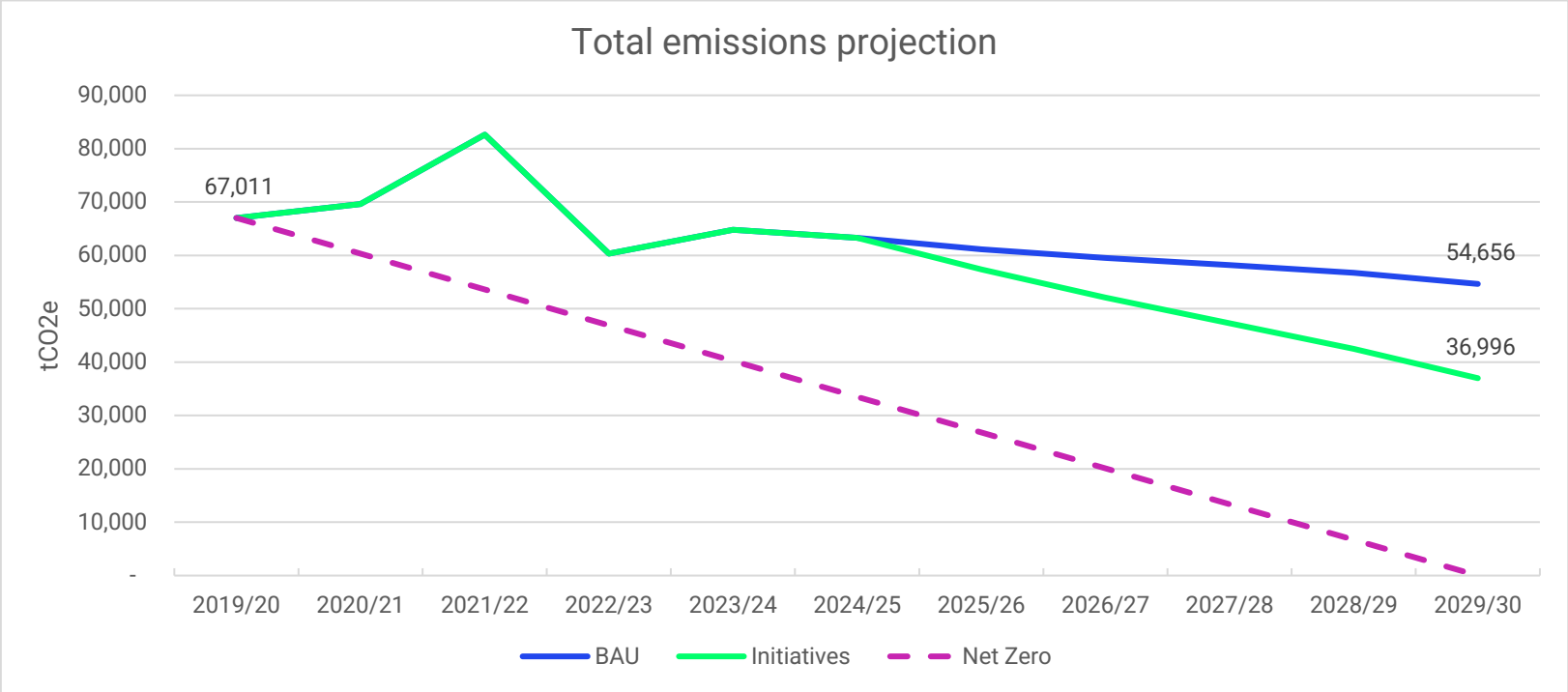


Figure 7 – BCBC buildings emissions projections from the baseline year (2019/20) to 2030 under Business as Usual and Initiatives scenarios

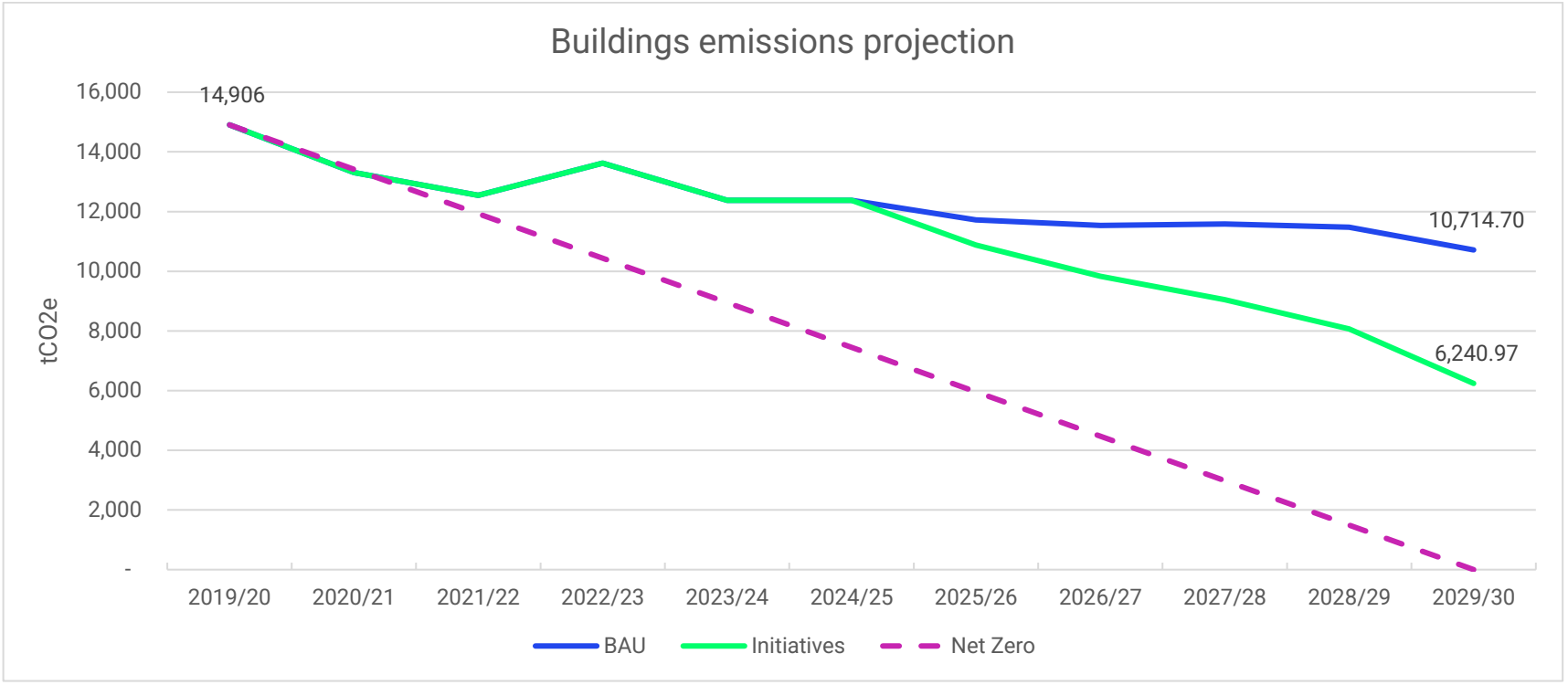


Figure 8 – BCBC Procurement emissions projections from the baseline year (2019/20) to 2030 under Business as Usual and Initiatives scenarios

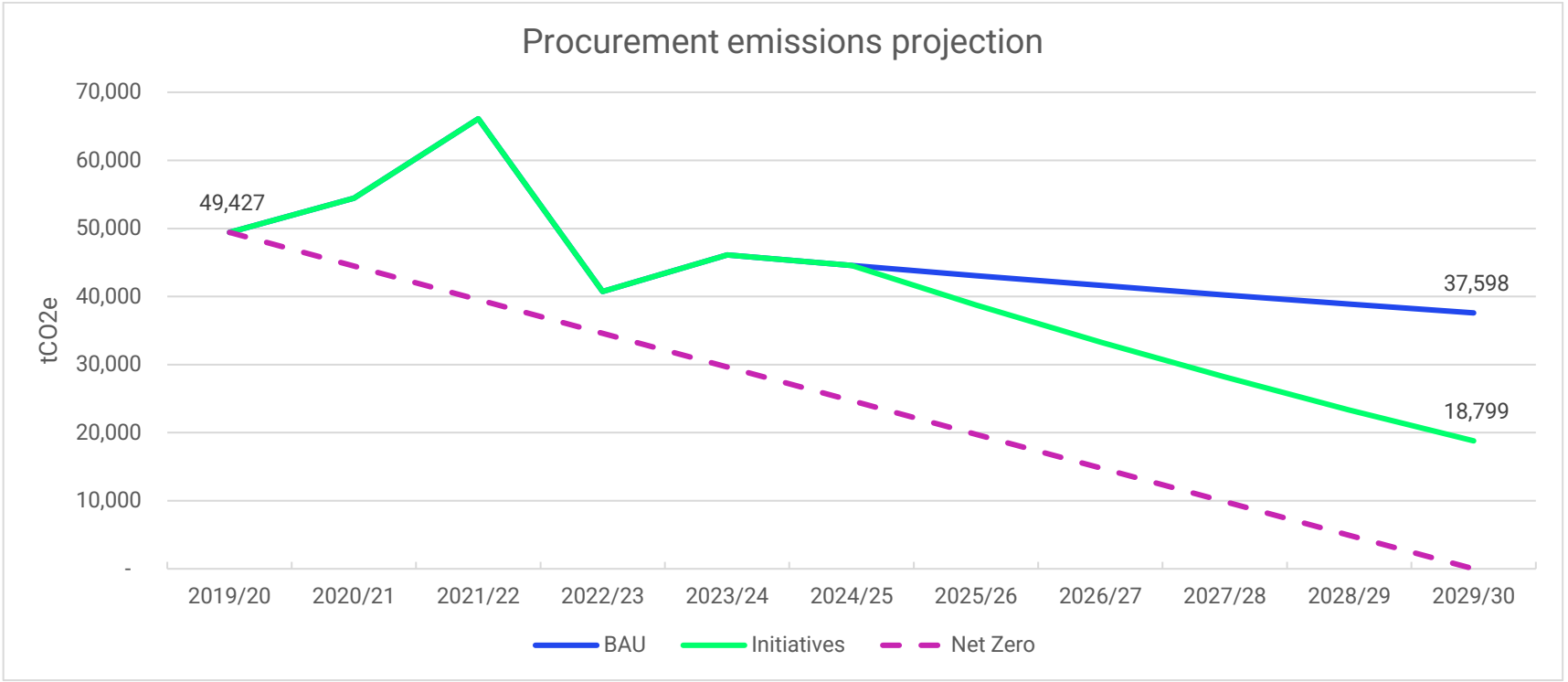
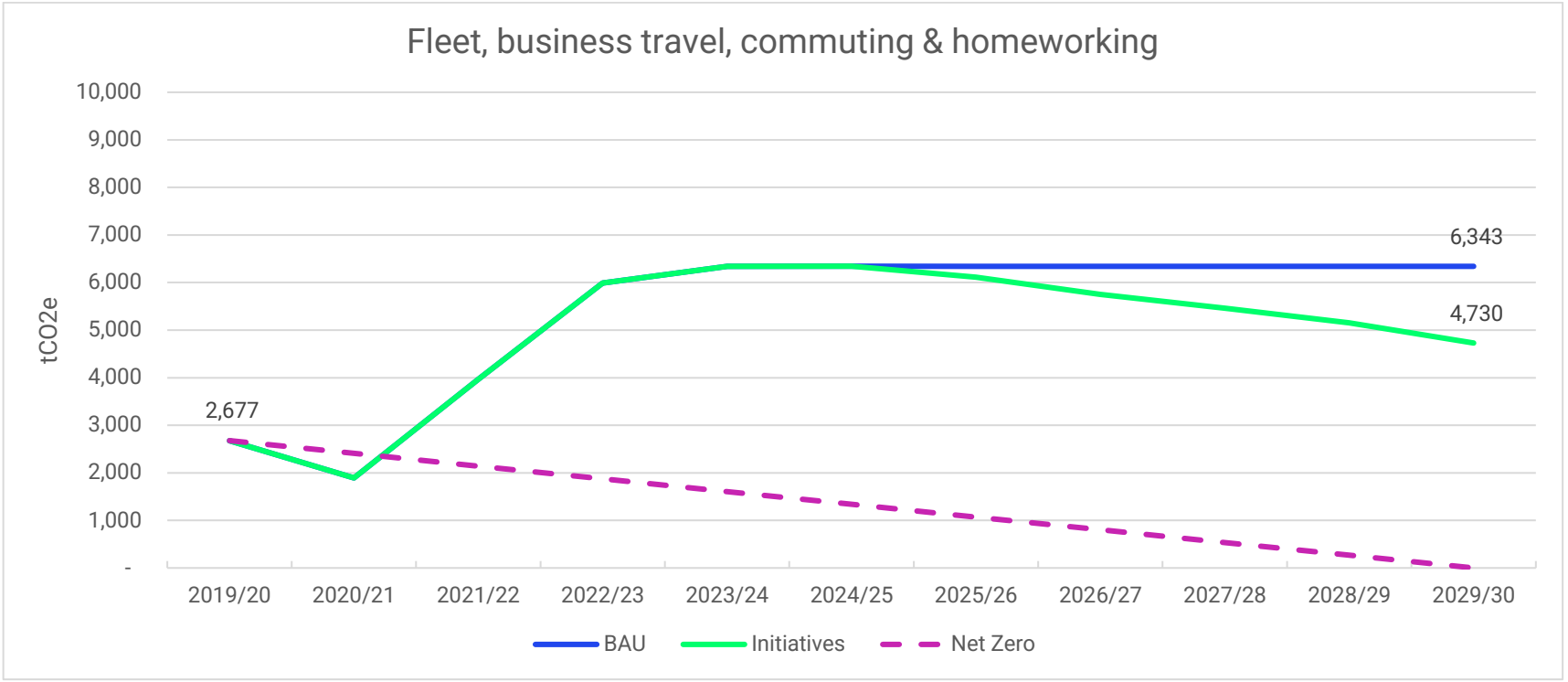


Figure 9 – BCBC -Fleet, Business Travel, Commuting & Homeworking emissions projections from the baseline year (2019/20) to 2030 under Business as Usual and Initiatives scenarios



4.2 COST ANALYSIS

As part of this analysis, the Carbon Trust carried out a cost modelling exercise to estimate the investment required to implement the proposed decarbonisation measures. The total cost of delivering all initiatives has been estimated at approximately £109,650,000.

This estimate is based on the Carbon Trust and Welsh Government Energy Service's (WGES) best understanding of current market conditions and available technologies. However, as the projections span several years, actual costs may fluctuate significantly depending on future policy developments, inflation, supply chain dynamics, and wider market uncertainties.

Cost estimates have been developed and refined in consultation with the project team. It is important to note that this is not a differential cost analysis – it does not compare the cost of implementing low-carbon technologies against like-for-like replacements. A significant portion of the estimated cost (~80%) relates to assets such as heating systems and vehicles that would require replacement regardless. Total like-for-like replacement costs for these items amount to an estimate of £39-48 million, roughly 35-44% of the total £109.65 million. The figures presented here therefore reflect the estimated investment required to implement the low-carbon measures, rather than the net additional cost compared to business-as-usual replacements.

cost modelling exercise to estimate the investment required to implement the proposed decarbonisation measures. The total cost of delivering all initiatives has been estimated at approximately £109,650,000.

While the total estimated cost of £109.65 million may appear significant, it should be considered in the context of long-term asset renewal, opportunities for external funding, and the Council's strategic commitment to achieving Net Zero. These investments are expected to be phased over time and aligned with existing capital and operational programmes.

Additionally, this is not a whole-life cost analysis. For example, replacing diesel vehicles with electric alternatives may result in different long-term operational costs, which are not reflected in this estimate.

The £109.65 million figure also does not represent capital costs alone. Some elements could be funded through external grants or integrated within ongoing Council budgets.

Please see Appendix F for a detailed breakdown of cost assumptions and methodology.

4.3 OFFSETTING APPRAISAL

Currently, there is no defined approach to the creation or purchase of verified carbon credits by Welsh public sector bodies in the Welsh Public Sector Net Zero Reporting guidance. This is to encourage the prioritisation of mitigation efforts and minimise the need for offsets. Welsh public sector bodies can currently submit emissions data from land use and agriculture, which are reported separately to the total footprint as 'Out of Scope' emissions. This is in keeping with guidance under the GHG Protocol.

The question of how Welsh public sector bodies approach offsetting will be addressed in the pending review of the 2030 Net Zero ambition, noted in Section 1.1: Introduction.

The below appraisal intends to provide an overview of the voluntary carbon market and provide BCBC with estimated costs for offsetting in relation to their modelled gap to target.

OFFSETTING TECHNOLOGIES

Carbon offsetting is a broad term that refers to reducing GHG emissions or increasing carbon storage to compensate for emissions that occur elsewhere. This involves buying/supporting emission reduction or removal enhancement projects outside an organisation's GHG inventory boundary. There are four overall categorisations of offsetting outlined in Table 9.

Several technologies can claim carbon offsets, though technological readiness levels (TRL) and costs vary substantially. Established technologies, such as energy efficiency, renewable energy and nature-based solutions, have dominated the voluntary offset market due to their commercial readiness and affordability.

However, concerns over the additionality of renewable energy projects and competing land uses for nature-based solutions are valid and require careful management. Newer removal technologies are emerging with high scale-up and offsetting potential. However, they are currently scarce, expensive and resource-intensive.

Furthermore, offsets must increasingly prioritise durable technologies. Biological storage methods, such as afforestation or habitat restoration, have a higher risk of storage reversal, as land use demands fluctuate with economic and political pressures. Geological storage methods, such as enhanced weathering, offer a low risk of storage reversal on millennial timescales.

Table 9 – Categories of carbon offsetting technologies

Nature-Based	**Avoided nature loss:** Limits the loss of nature, such as forests and peatlands, which currently sequester large amounts of carbon.	**Nature-based sequestration:** Uses nature to sequester more carbon in the biosphere, including reforestation/afforestation and restoring soil, seagrass and peatlands.
Technology-based	**'Additional' emissions avoidance/reduction:** Reduces emissions from current sources that don't have the financial incentive or regulatory requirements to decarbonise (e.g. renewable energy and energy efficiency).	**Technology-based removal:** Removes CO_2 from the atmosphere using technological methods and stores it in the geosphere or through other secure methods such as concrete (e.g. Construction using renewable timber)
	Avoidance/reduction	Removal/sequestration

Table 10 presents indicative cost ranges and technological maturity levels (TRLs) for several carbon offsetting solutions, drawing on data from global voluntary carbon markets. The cost of a carbon offset credit is influenced by several factors, including the quality and verification of the project, location and market dynamics. These values are not applicable as domestic implementation prices; instead, they represent the costs available on the global carbon markets.

Offset costs are typically calculated by dividing the total lifetime cost of a project by the total amount of CO_2 it is expected to avoid or remove. The cost element includes capital and operational costs, potential co-benefits or revenue streams (e.g. timber sales, energy savings), and sometimes financing assumptions.

Importantly, the lowest cost offset options, such as renewable energy and efficiency projects, are mature technologies with well-established benefits and limited barriers to implementation. Their low cost reflects both economies of scale and the fact that they are often already viable without carbon finance. However, this also raises concerns about additionality: these projects might have proceeded regardless of carbon market incentives. In contrast, engineered removals like DACCS or BECCS are at earlier stages of deployment, with higher costs reflecting the complexity and energy intensity of the technologies involved.

It is worth noting that while the cost of fully decarbonising an organisation's operations can be substantial, offsetting the same volume of emissions through the voluntary carbon market may initially appear significantly more affordable - particularly when using lower-cost options such as renewable energy or energy efficiency projects, which can offer credits at just a few pounds per tonne.

However, this apparent cost advantage should not be interpreted as a reason to *replace* internal decarbonisation with offsetting, for reasons already discussed around international costs and additionality concerns. Furthermore:

- Offsetting does not deliver the same long-term value or control as internal measures. Upgrades to energy systems, buildings, or operations can reduce long-term operating costs, improve resilience to energy price shocks, and enhance the organisation's reputation and regulatory alignment.
- Most importantly, a credible Net Zero strategy must prioritise cutting emissions at source wherever technically and financially feasible. Offsetting is a tool to address the "residual" emissions that cannot yet be eliminated, *not* a substitute for action.

While a sole offsetting approach might seem cheaper on a per-tonne basis, it fails to deliver the deeper benefits of direct decarbonisation and poses greater long-term risk, reputationally and operationally. It also underscores the importance of following the mitigation hierarchy: reduce emissions at source wherever feasible and use offsetting only for the hardest-to-abate residuals.

Table 10 – Carbon offsetting technologies appraisal

Technology	TRL	Storage longevity (years)	£/ tCO_2e	Gap to target (£)
Renewable energy	9	N/A	1 - 4	37k - 148k
Energy efficiency/ fuel switching	9	N/A	2 - 5	74k - 185k
Afforestation	8-9	10-100	2 - 25	74k - 850k
Enhanced weathering	1-5	10,000+	35 - 400	1.4M - 14M
Bioenergy with CCS (BECCS)	4-7	10,000+	75 - 250	2.8M - 8.5M
Wetland/peatland restoration	5-6	10-100	7 - 75	259k - 2.8M
Direct air CCS (DACCS)	5-7	10,000+	150 - 450	5.5M - 17M
Biochar	3-6	100-1,000	0 - 150	0 - 5.7M

TRL Source: Adaptation from The Royal Society and Royal Academy of Engineering, Royal Society greenhouse gas removal report, 2018
Costs Source: i) https://netzeroclimate.org/greenhouse-gas-removal/, ii) https://www.ecosystemmarketplace.com/carbon-markets/em-data-dashboard

OFFSETTING STANDARDS AND FRAMEWORKS

Organisations should align with credible Net Zero standards and frameworks where available and applicable. Both the SBTi Net Zero corporate standard and the Oxford Principles for Net Zero Aligned Carbon Offsetting outline comprehensive approaches to offsetting that are relevant to BCBC.

There are slight variations between these two standards. However, they are broadly aligned across three key areas, which set out how an organisation's offsetting Strategy should evolve to be considered Net Zero aligned.

1. Cut emissions and use high-quality offsets

Emission reductions should be prioritised to minimise reliance on offsets. Where offsets are used, they must be high quality, representing real, additional, and verifiable climate benefits. To ensure this, organisations should source credits from projects that are independently certified under recognised offset standards, such as the Gold Standard, Verra's Verified Carbon Standard (VCS), or Climate Action Reserve. These certification schemes apply robust methodologies and verification processes to assess project performance, permanence, and additionality.

Certification provides assurance that offsets are not only environmentally credible but also tracked and accounted for transparently. It helps prevent issues such as double counting and over-crediting. In addition, initiatives

such as the Voluntary Carbon Markets Integrity Initiative (VCMI) and the Integrity Council for the Voluntary Carbon Market (ICVCM) are emerging to support the broader integrity of carbon markets, offering guidance on how offsets can be credibly used as part of corporate climate strategies.

Aligning an offsetting portfolio with these standards strengthens transparency and trust.

2. **Shift to carbon removal offsetting**

To ensure compatibility with the Paris Agreement, offset users should increase the portion of offsets that come from carbon removals. By 2050, 100% of offsets should be sourced from emission removals.

3. **Shift to long-lived storage**

Transition to methods of carbon removal that have a low risk of reversal over centuries to millennia, for example, storing CO2 in geological reservoirs or mineralising carbon into stable forms.

OFFSETTING APPROACHES

There are two main approaches for BCBC to offset their residual emissions: within or beyond their sphere of influence. In the context of this report, sphere of influence could refer to the geographic area of Bridgend.

Offsetting within an organisation's sphere of influence is sometimes referred to as insetting, which can be categorised in the same way as offsets (i.e., emission avoidance or emission removal). Insetting is still a relatively recent concept for which there is no universal definition or standard, and definitions are expected to continue evolving as an agreed methodology to account for emission reductions/removal enhancements is developed.

Offsetting beyond an organisation's sphere of influence can be viewed as analogous to buying offset credits on global carbon offset markets.

Table 11 outlines the key benefits and considerations of offsetting within versus beyond the organisation's sphere of influence.

While there are several considerations, we recommend that organisations prioritise offsetting within their sphere of influence before purchasing credits beyond their influence. This is particularly relevant for local authorities, such as BCBC, where co-benefits and influence can be maximised.

Locality, while providing benefits, invariably increases the resource requirements on the insetting entity and should not be undertaken unless projects can be appropriately implemented and monitored.

There are a number of standards and accounting rules in developments that will guide how companies should record insets (especially carbon removals), however, in the meantime organisations should act as transparently as possible to ensure reported insets are credible. Third-party validation of any scheme could also be considered to ensure robust procedures are being followed.

Table 11 – Comparison of local and global offsetting approaches

	Local – Offsetting within sphere of influence	Global – Offsetting beyond sphere of influence
Benefits	• Strengthens supply chain and community relations with benefits from the resulting projects (e.g., environmental restoration, increased climate resilience, improved air quality), benefitting the stakeholders and communities engaged with the entity. • Benefits can be more easily communicated to stakeholders. • Greater control, oversight and transparency over projects and the ability to self-verify the project's credentials.	• Minimal work on behalf of the organisation required for measuring and verifying carbon reductions. • High availability with more choices across locations and methods, lowering a) the risk of not achieving offset reductions, and b) costs by allowing developers to use cost-effective methods. • "Global issue requires global solutions" – 1tCO_2e carbon offset locally is analogous to 1tCO_2e internationally.
Considerations	• Requires additional resource input from the organisation (inc. upskilling) and active management to ensure carbon reductions and/or removals are achieved and meet robust standards. • Measuring and verifying offsets can be complex and reporting standards and guidance is currently under development. • Inherently restricted to the type, size, and number of projects that can be implemented, increasing the risk of not meeting an offset target.	• The market infrastructure required to ensure quality offsets is not yet fully developed, and there are doubts over the credibility of many credits on the market today. The offsetting organisation also has little-to-no oversight over the quality and delivery of offsets. • Exposed to market dynamics (e.g., increasing credit prices, credit supply). • More difficult to communicate benefits to stakeholders.

5 APPENDICES

APPENDIX A: LIST OF REVIEWED DOCUMENTS AND STAKEHOLDERS ENGAGED

Documents reviewed	Stakeholders engaged
• 2030 Net Zero Strategy Action Planning 2023-24 outcome (excel) • 2024-25 Action Plan (excel) • Final BCBC Carbon Reduction Audit Report Issued (PDF) • Final Energy Efficiency & Monitoring Audit Report Issued (PDF) • Final Management Action Plan – Energy Efficiency Monitoring Issued (PDF) • Commissioning Form v03 27th September (Word doc) • WGES Net Zero Reporting results, 2020-2024 (Power BI) • Socially Responsible Procurement Strategy	• Decarbonisation Programme Manager • Decarbonisation Programme Officer • Group Manager, Economy, Natural Resources & Sustainability (Carbon Management Carbon Lead) • Group Manager, Corporate Landlord (Buildings Carbon Lead) • Group Manager, Highways & Green Spaces (Transport Carbon Lead) • Corporate Procurement Manager (Procurement Carbon Lead) • Climate Change Response Manager (Land Use Carbon Lead) • Head of Operations, Community Services (Waste Carbon Lead) • Energy Manager • Decarbonisation Programme Board members • Overview and Scrutiny Committee members

APPENDIX B: ACTION SCORING METHODOLOGY

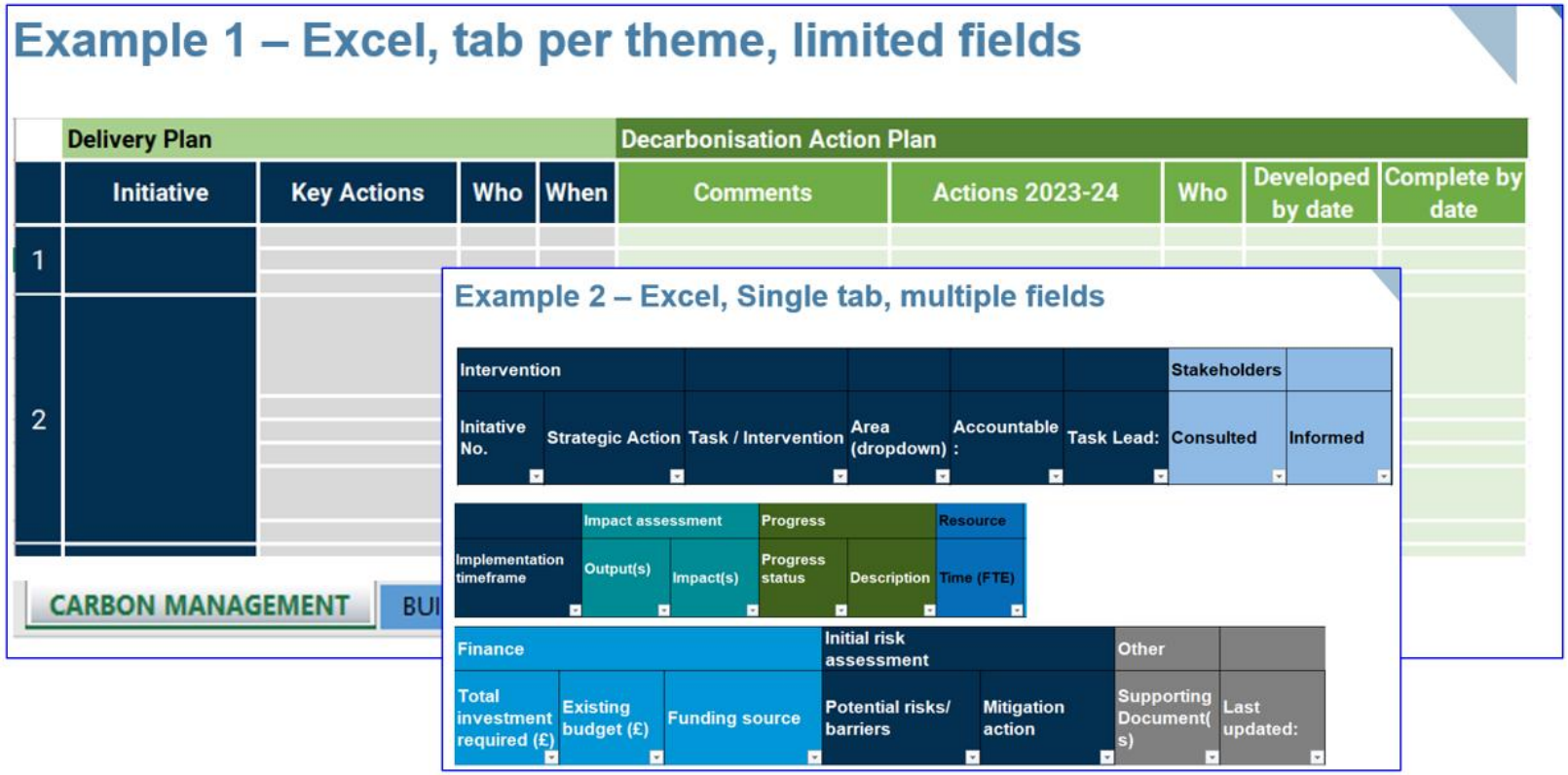
Minimal progress	Developing progress	Moderate progress	Advanced progress	Sector-leading progress
1	2	3	4	5
BCBC has made no or minimal progress since the previous Strategy.	BCBC has begun making basic progress since the previous Strategy.	BCBC has made moderate progress since the previous Strategy.	BCBC has made advanced progress since the previous Strategy.	BCBC has made exemplary progress since the previous Strategy.
Minimal or no policies and procedures are in place. The impact of existing policies and procedures is minimal or unknown. Minimal or no initiatives or projects.	Some policies and procedures are in place. Buy-in is restricted to those already interested and involved in the strategy. Monitoring the impact of policies and procedures is still in development. A couple of existing initiatives and projects have begun resulting in some improvements.	Comprehensive policies and strategies are in place, with buy-in from multiple departments across BCBC. Regular reviews and updates of policies to ensure they remain relevant and effective. A few ongoing initiatives and projects with measurable outcomes.	Well-integrated policies and strategies covering all operations, with high levels of engagement and commitment from most of BCBC. Policies and procedures are regularly evaluated and optimised for maximum effectiveness. Numerous successful projects with significant measurable impact.	Policies and procedures are exemplary, serving as best practices for others. Innovative and impactful projects with widespread recognition. Full engagement and leadership from all levels of BCBC.

APPENDIX C: BREAKDOWN OF EMISSION CATEGORIES

	Sum of Total emissions (tCO_2e)				
Year	**Buildings**	**Supply chain**	**Transport**	**Waste**	**Total**
2019/20	11,538	49,427	2,677	3,368	**67,011**
2020/21	11,940	54,432	1,898	1,266	**69,536**
2021/22	11,469	66,118	3,967	1,072	**82,625**
2022/23	12,475	40,748	5,987	1,150	**60,360**
2023/24	11,284	46,107	6,344	1,024	**64,758**
Total	**58,705**	**256,832**	**20,874**	**7,880**	**344,290**

APPENDIX D: EXAMPLE PROJECT MANAGEMENT TOOLS FOR ACTION DELIVERY

This appendix presents example tools for managing delivery of decarbonisation actions. The templates shown are not currently in use by the organisation but are illustrative examples of approaches that could be adapted or adopted to support delivery planning. Example 1 shows a simplified Excel tracker structured by thematic tabs with a limited number of fields, useful for basic action tracking and ownership. Example 2 presents a more detailed single-sheet tracker with multiple fields including finance, risk, stakeholders, and delivery status—better suited to more complex programmes. The screenshots are intended to highlight possible structures and field types. Example 3 (next page) demonstrates a project tracker that links individual actions to a decarbonisation pathway model. It includes forecast and actual savings over time and visualises progress against cumulative carbon reduction targets. This approach helps ensure that individual projects are aligned with strategic emissions goals and can support performance monitoring at a portfolio level.



Example 3 – Excel, project tracker linked to pathway model

Savings to date	Savings to yr end	Savings Forecast to yr end	Spend to date	Spend Forecast to yr end	Savings Missed to date
£4,075	£21,225	£23,975	£3,300	£42,300	£1,000

£ 000s			2022												2023											
Save	Spend	Project	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
6.5	2.2	xxx		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
2.5	0.0	ddd			0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
3.2	1.1	vvvv					0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.5	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
12.0	25.0	ggg						–	–	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
5.0	10.0	Project 1									–	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
1.0	1.0	Project 2													0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
1.0	1.0	Project 3																		0.1	0.1	0.1	0.1	0.1	0.1	0.1
1.0	1.0	Project 4																				0.1	0.1	0.1	0.1	0.1
1.0	1.0	Project 5																						0.1	0.1	0.1
Monthly Savings Total			0	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Cumulative Savings			0	1	1	2	3	4	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37	39
Cumulative Forecasted Savings			0	1	1	2	3	4	5	7	9	12	14	16	18	21	24	26	29	32	34	37	40	42	45	48

APPENDIX E: LIST OF UPDATED ACTIONS

BEHAVIOUR CHANGE COMMUNITY OF PRACTICE INITIATIVES

Ref.	Initiative
BC1	Implement a comprehensive sustainability decision-making approach (see, for example, Cornwall Council's doughnut economics) to be included in all council business cases for investment, integrated with the wellbeing of future generations assessment. Integrate carbon costs into the decision-making process.
BC2	Develop an internal engagement plan strategically linked to Strategy initiatives, e.g. upskilling building managers to improve building energy use, educating building managers about the waste hierarchy and educating Directorates and service areas about sustainable procurement practices.
BC3	Continue to expand carbon literacy training for elected members and officers, prioritising officers who will support the delivery of the Strategy.
BC4	Ensure all Leads and members of the Community of Practices have their job descriptions updated to include defined responsibilities relating to the Strategy.
BC5	Utilise the Welsh Government Public Sector Carbon Reporting Guide to report annually the carbon footprints of the Council's operations. This will form the basis for tracking progress against the Net Zero 2030 target.
BC6	The Council will complete a business travel review to appraise the use of staff vehicles, pool cars and public transport across all departments; Council business travel policies will be updated accordingly.
BC7	The Council's staff business travel policy will prioritise the use of virtual meetings, active travel and public transport.
BC8	The Council will undertake a detailed review of staff commuting patterns to better understand the impact on its overall carbon footprint; guidance and incentive schemes will be considered to support staff. Use a staff survey to review commuting patterns and track progress against the Welsh Government's 30% work from home target.

FLEET COMMUNITY OF PRACTICE INITIATIVES

Ref.	Initiative
F1	The Council will oversee the development of a best practice approach for ULEV technology across the Council's own fleet and staff vehicles. The Council will seek support from WGES on ULEV and EV transition planning and implementation.
F2	Develop an EV charging infrastructure network plan for the existing estate, using lessons learnt on progress already made in the Highways team to inform progress in other service areas, with particular focus on social care and education.
F3	EVs will be prioritised as replacements for Council-owned cars and small vans in the short term, with all conforming to ULEV standards by 2028.
F4	All new medium/large freight vehicles procured across the Council after April 2027 will be to the future modern standard of ULEVs.
F5	Review and track fuel used in small plant and equipment to understand their carbon footprint and what assets can be replaced with electric versions.

PROCUREMENT COMMUNITY OF PRACTICE INITIATIVES

Ref.	Initiative
P1	The Council will develop a Sustainable Procurement Code of Practice to include a framework for assessing the sustainability credentials of suppliers at varying contract values and types; this will consider the evolving Welsh Procurement Policy Notes (WPPN).
P2	The Council will aim to engage with and utilise the local and low carbon supply chains whilst maintaining high standards for goods and services. This will be a corporate initiative and not just the responsibility of the procurement team.
P3	The Council will build upon WPPN 06/21 and require carbon management plans/decarbonisation improvement to be demonstrated in the highest carbon impact and strategic contracts by 2026, this will include contracts as they come to be procured associated with 'Transit & Ground Passenger Transport Services' and 'Nursing & Residential Care Services'.
P4	The Council will apply the principles of 'WPPN 12/21 Decarbonisation through Procurement', to an increasing proportion of contracts such that by 2030, all contracts above an agreed value are subject to carbon assessment and reporting.
P5	The Council, through its Economic Development function, will engage with its supply chain to communicate its ambition for Net Zero and the request for suppliers to come on the journey; the Council will share its developing procurement practice, resources for suppliers, and any opportunities for supply chain decarbonisation funding.
P6	The Council will provide a training programme for internal service commissioners by developing best practice and engaging experts; the Council procurement and service commissioners will work in collaboration to champion decarbonisation in the supply chain.

P7	Contract management will be used to oversee decarbonisation progress and carbon accounting in both short- and long-term contracts, this will be overseen by the BCBC Programme Board and reported to Corporate Management Board (CMB) as required.
P8	The Council recognises the need for a regional and national approach and will identify other organisations and forums for collaboration across Wales to help develop its understanding and take note from best practice approaches, particularly regarding how to introduce changes to procurement processes resulting from the Procurement Act 2023, such as the WLGA Procurement Task and Finish Group.
P9	Prioritise enabling a move from Tier 1 to Tier 2 supply chain emissions reporting. Engage with work being done by the Welsh Government Energy Service to develop a supplier contract emissions reporting tool.

ESTATES LEAD INITIATIVES

Ref.	Initiative
E1	The Council will prioritise the completion of a centralised asset register. For each site, the register will include details of the energy system, including a unique system ID, system type and age, historical energy consumption, and records of any decarbonisation works undertaken. For renewable energy assets (e.g. solar farms), the register should also capture generation capacity (kW) and availability (%).
E2	The Council will progress a transformational energy and water efficiency retrofit programme across its estate – every building will have undergone a multi-technology energy efficiency upgrade by 2030.
E3	The Council will undertake and commission surveys to collate a full asset and conditions list of major energy-consuming equipment (e.g. large plant) across its built estate by the end of 2026.
E4	The Council will complete expert low carbon heat studies for all large strategic sites to set the plan to transition away from fossil fuel heat sources.
E5	Decommissioning of traditional boilers will be preferred over replacement, with low carbon heat solutions appraised and prioritised within the business case process.
E6	Legacy lighting will only be replaced with modern LED alternatives; all lighting will be LED by 2030.
E7	All buildings will be assessed to have standardised, effective building management systems including a dedicated central resource to optimise energy use across the built estate on a consistent basis.
E8	The Council will complete surveys to understand the overall viable potential for onsite renewable energy generation across the estate. The council should aim to install as much of this potential by 2030.

E9	The Council will work closely with schools to develop a plan to better deliver carbon reduction in these buildings.
E10	The Council will improve its understanding of all owned land assets to correctly appreciate the levels of carbon sequestration by September 2026 and develop plans to maximise carbon benefits in these areas
E11	The Council will ensure all owned woodland and greenfield areas are maintained in a way to promote enhanced biodiversity and avoid any unnecessary loss of carbon sequestration.
E12	Where large-scale renewable developments are not possible, the Council will prioritise these areas for afforestation/reforestation and biodiversity programmes on its own land.
E13	The Council will undertake an assessment to understand the extent of peatland across its estate; a continual maintenance and regeneration programme will be put in place for any identified areas.
E14	Work with partners to map and review Council-owned land to identify categories that align with the Net Zero Reporting commitment

APPENDIX F: COST ESTIMATE ASSUMPTIONS

The table below presents the cost estimates for the initiatives where indicative capital costs have been calculated.

ID	Initiative	Estimated cost (£)	Calculation rationale and assumptions
B3	The Council will complete expert low carbon heat studies for all large strategic sites to set the plan to transition away from fossil fuel heat sources.	120,000	Estimate £10k a study. 12 sites above 500,000 kWh gas use.
B4	Decommissioning of traditional boilers will be preferred over replacement, with low carbon heat solutions appraised and prioritised within the business case process.	82,700,000	To estimate the scale and cost of a heat pump rollout across the Council's building portfolio, we applied benchmark fossil fuel consumption values based on building types, as defined in CIBSE TM46 (2021). This approach was used in place of actual gas consumption data, following detailed discussions with the Estates team, who requested a methodology that would reflect a more standardised and scalable estimate across the estate. Using this benchmark approach and the total floor area of Council buildings, we estimated annual fossil fuel consumption at 65,750,352 kWh. Based on this figure, the total heat pump capacity required to deliver an equivalent amount of heat is 22,145 kWp (estimating an average boiler efficiency of 80%), or approximately 97.5 Wp/m². Applying a unit cost of £3,735 per kW (data from the LCHG) —which includes equipment, design, enabling works, fabric improvements, installation, commissioning, and DNO costs—the estimated total investment required is approximately £82,700,000.
B5	Legacy lighting will only be replaced with modern LED alternatives; all lighting will be LED by 2030.	1,237,760	Subproject BS3 covers LED installation in six buildings. The installation of LEDs at these sites is currently at the proposal stage. The data for BS3 have been provided by the Energy Manager. From the building estate portfolio, we removed the excluded floor area associated with the BS3 and Refit projects, as we assumed that LED installation at these sites has already been completed. From the remaining floor area, we selected 50%, assuming that 50% has already been replaced. The resulting area is 90,840 m². Based on the BS3 proposal, we estimated that the cost for site surveys and LED installation is £13.60 per m². Therefore, the total estimated cost is 90,840 × £13.60, which is approximately £1,237,760.
B7	The Council will complete surveys to understand the overall viable potential for onsite renewable energy generation across the estate, by 2026 half of this potential should be installed, with the remainder by 2030.	4,900,000	Subproject BS4 covers installation of solar PV in 8 buildings. The installation of PV systems at these sites is currently at the proposal stage. The data for BS4 have been provided by the Energy Manager. From the building estate portfolio, we removed the floor area associated with BS4. From the remaining floor area, we selected 10%, assuming this represents the available roof space suitable for the installation of solar PV. The resulting area is 28,565 m². By selecting a panel model with a characteristic output of 190 W/m², the total installed capacity is estimated at 5,427 kWp. Based on BS4, the average cost of installation is £901.66 per kWp. Therefore, the total estimated cost is 901.66 × 5,427, which is approximately £4,893,626.
BS1	Subproject 1 - BMS Optimisation	3,580,000	We calculated the floor area of the estate where the installation of a BMS is reasonable (schools, offices, etc.). Of these, we considered that in half of them a BMS review has already been undertaken, based on feedback from the Energy Manager. The resulting area is 137,706 m². SPONS rates for office buildings under 5,000 m² with a full BMS installation are £22–26 per m². We considered the highest end of this range. Therefore, the total estimated cost is 137,706 × 26, which is approximately £3,580,361.

BS2	Subproject 2 - Loft insulation	1,105,300	From the EM, we received data on survey costs and roof loft insulation costs. The EM provided costs and savings from proposals for roof loft insulation across 16 buildings. The cost for survey and installation in these 16 buildings is £208,466 (based on costs for Bryn y Cae Care Home, which has already been surveyed and quoted). We then estimated the m² of the remaining estate and assumed that 50% of that area requires loft roof insulation. The resulting area is 128,924 m². Based on Bryn y Cae Care Home data, the cost for the survey is £0.956/m², and the cost for installation is £6/m². Therefore, the estimated cost for loft roof insulation across the remaining estate (excluding the 16 buildings) is £896,823. Adding the cost for the 16 buildings already in the proposal (£208,466), the total estimated cost is: £896,823 + £208,466 = approximately £1,105,300.£
BS3	Subproject 3 - LED lighting (Schools)	5,000,000	From the Energy Manager's (EM) proposal for the eight buildings (schools) already surveyed and quoted, we have the cost estimate for replacing LEDs in these schools. The average cost for LED installation at these sites is £11.10/m². The proposal stated that over the next six years (from April 2024), it is estimated that approximately six buildings could have their lighting replaced each year, resulting in a significant proportion of the total school portfolio being covered. Therefore, we calculated the total cost for this programme — including the eight schools already surveyed and an additional 30 schools over the next five years, 38 schools in total — to be approximately £4,923,624.
BS4	Subproject 4 - Roof solar (existing pipeline)	230,000	The cost was taken from the proposal for the installation of solar PV across eight sites. The project was intended to be funded through the decarbonisation programme budget; however, the available budget has been reduced from £450,000 to £150,000.
BS5	Subproject 5 - LCHG (not successful)	258,000	The cost was taken from the LCHG third round application, which was not funded.
T1	The Council will complete a business travel review to appraise the use of staff vehicles, pool cars and public transport across all departments; Council business travel policies will be updated accordingly.	50,000	The cost was estimated based on typical requirements for this type of work.
T2	The Councils staff business travel policy will prioritise the use of virtual meetings, active travel and public transport.		Integrated above
T3	The Council will undertake a detailed review of staff commuting patterns to better understand the impact on its overall carbon footprint; guidance and incentive schemes will be considered to support staff.	20,000	The cost was estimated based on typical requirements for this type of work
T6	To encourage the transition to an EV fleet the Council will prioritise the development of an EV charging infrastructure network plan for the existing estate.	50,000	The cost was estimated based on typical requirements for this type of work.

T7	EVs will be prioritised as replacements for Council owned cars and small vans in the short term, with all conforming to ULEV standards by 2030.	2,900,000	A total of 93 Council-owned vehicles—comprising 9 cars and 84 light commercial vehicles (LCVs)—have been identified as non-compliant with Ultra-Low Emission Vehicle (ULEV) standards. Replacement cost estimates are based on pricing provided through the Welsh Government Energy Service's EV/EVCI Grant programme, which reflects public procurement rates for bulk orders. These rates are typically lower than retail prices and are considered robust for strategic planning purposes. Following discussions with the project team, a conservative unit cost of £29,100 for cars and £31,300 for vans has been applied, resulting in a total estimated investment of approximately £2.9 million for full vehicle replacement.
T8	All new medium / large freight vehicles procured across the Council after April 2030 will be to the future modern standard of ULEVs.	6,960,000	109 vehicles — comprising 54 medium commercial vehicles (MCVs), 23 heavy goods vehicles (HGVs), and 32 minibuses — are not ultra-low emission vehicles (ULEVs). The average replacement costs are as follows: MCVs: £35,000 each Minibuses: £65,000 each HGVs: £130,000 each
L2	The Council will improve its understanding of all owned land assets to correctly appreciate the levels of carbon sequestration by March 2026 and develop plans to maximise carbon benefits in these areas.	50,000	The cost was estimated based on typical requirements for this type of work
L4	The Council will identify its own and neighbouring land for large-scale renewable developments, primarily solar and wind projects. Private wire connections to owned sites will be prioritised over exporting directly to the grid.	50,000	The cost was estimated based on typical requirements for this type of work
L6	The Council will undertake an assessment to understand the extent of peatland across its estate; a continual maintenance and regeneration programme will be put in place for any identified areas.	30,000	The cost was estimated based on typical requirements for this type of work.
• P2	The Council will aim to engage with and utilise the local and low carbon supply chains whilst maintaining high standards for goods and services.	40,000	The cost was estimated based on typical requirements for this type of work.

P4	The Council will apply the principles of 'WPPN 12/21 Decarbonisation through Procurement', to an increasing proportion of contracts such that by 2030, all contracts above a reasonable threshold are subject to carbon assessment and reporting.	100,000	Assume £20k cost per annum for management and verification.
P7	The Council will provide a training programme for internal service commissioners by developing best practice and engaging experts; the Council procurement and service commissioners will work in collaboration to champion decarbonisation in the supply chain.	50,000	£10k a year up to 2030 to engage experts and run training sessions.
P8	Dedicated resource will be put in place to support the development of the Sustainable Procurement Code of Practice, Socially Responsible Procurement Strategy and ongoing management of decarbonisation through procurement.	225,000	1 FTE @£45k over 5 years.
TOTAL		**109,656,060**	

Bridgend County Borough Council

Net Zero Strategy

Draft for consultation

July 2025

FOREWORD

Leader of Council & Chief Exec Joint Statement

- To follow in the final version of this document

Contents

The Climate Emergency in Wales

Immediate and bold action to tackle climate change is more crucial now than ever before.

Wales has been at the forefront of environmental, social and governance improvements, accounting for climate change impacts on future generations and enshrining in law mitigation and adaptation measures to reduce the worst consequences of global heating.

The Well-Being of Future Generations (Wales) Act, 2015, requires public bodies to work together to improve the "social, economic, environmental and cultural wellbeing of Wales." The world-leading Act sets out seven well-being goals addressing challenges, including climate change, to ensure that future generations have a good quality of life.

The Environment (Wales) Act, 2016, promotes the sustainable management of natural resources in Wales, balancing the competing priorities of building the necessary infrastructure and protecting vital ecosystems. The Act requires Welsh Ministers to set decarbonisation targets and carbon budgets – an essential first step in reducing greenhouse gas (GHG) emissions. The revision to the Act (Amendment of 2050 Emissions Target) Regulations 2021 sets the target for Wales to achieve Net Zero by 2050.

In 2019, Welsh Ministers and the Senedd declared a climate emergency, reaffirming Wales' commitment and determination to tackle the climate crisis. Subsequently, the Welsh Government published its Climate Adaptation Strategy for Wales – a plan that sets out what the Welsh Government is doing and will do to respond to the changing climate.

To achieve Net Zero by 2050, a series of 5-year carbon budgets between 2016 and 2050 have been agreed by the Welsh Government in Net Zero Wales: Carbon Budget 2, published in 2021. This outlines 123 policies and proposals to meet the second of these carbon budgets (2021-2025), by reducing emissions by 37% against the baseline.

Net Zero Wales also has the collective ambition for the public sector to achieve Net Zero by 2030. In line with this commitment, the Welsh Government Net Zero Strategic Plan (2022) sets the approach for their own operational and supply chain emissions. Current modelling shows a gap between ambition and delivery.

Welsh Ministers have the ambition for public bodies and community enterprises in Wales to develop over 100MW of new renewable capacity by 2026. They also aim for 1.5GW of electricity generated in Wales to be locally owned by 2035.

The feasibility of the 2030 Net Zero ambition for the Welsh public sector is increasingly under discussion. While the Welsh Government has not formally revised the target, there is recognition that significant challenges exist, particularly for local authorities facing financial, operational, and policy constraints. A review of the approach to the 2030 target is expected next year, which may lead to further strategic adjustments.

Bridgend's Declaration of a Climate Emergency

Bridgend County Borough Council (BCBC) declared a climate emergency in June 2020 and set up a Climate Emergency Response programme. This commits to achieving Net Zero carbon emissions by 2030 across its operations, aligning with Welsh public sector ambitions. This goal is driven by the Well-being of Future Generations Act, the Environment Act, and the Climate Change Regulations (Carbon Budgets). BCBC follows the Welsh Public Sector Net Zero Reporting Process for its annual carbon footprint. Recognising its leadership role, BCBC aims to enable broader Net Zero goals for local businesses and communities. Decarbonisation is a priority in BCBC's Corporate Plan, and climate change decision-making is integrated through Bridgend's Public Services Board Wellbeing Plan.

In 2021, BCBC developed its Net Zero Carbon Strategy, in collaboration with the Carbon Trust, which was formally adopted by the Cabinet in January 2023. The Strategy outlined six priority action plans covering carbon management, buildings, transport, procurement, land use and waste, alongside governance arrangements to support delivery.

Recognising the need for continuous improvement, BCBC committed to reviewing the Strategy in 2024 and 2027 to account for policy changes, technological advancements and market developments. This strategy has been updated following the 2024 review, which assessed progress against the Strategy's objectives, updating emissions modelling, and refined action plans to ensure they remain aligned with Welsh and UK policy.

What have we achieved to date?

Since declaring a climate emergency in 2020 and publishing its 2030 Net Zero Carbon Strategy in 2021, BCBC has taken steps to reduce carbon emissions across its operations and support the county's transition to Net Zero. Over the past three years, the Council has implemented decarbonisation projects across key areas, such as buildings, transport, and land use.

Progress has been materially hampered due to the Council's financial challenges. Budgetary pressures meant the programme was not granted the requested revenue to

implement the actions after the Strategy was adopted. Local authorities across Wales and the UK are faced with these challenges.

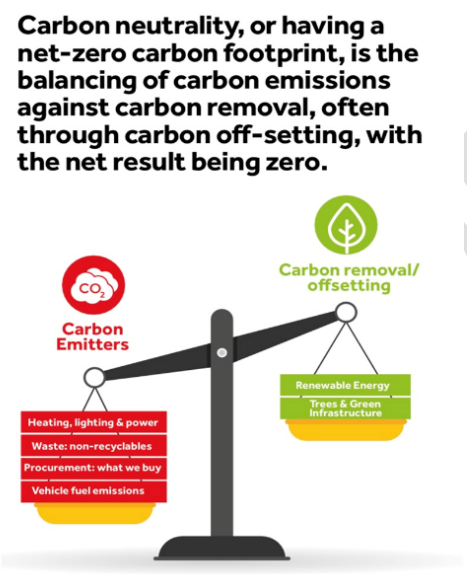
A summary of recent and active schemes progressing decarbonisation across the themes of buildings, transport, land use, and procurement is shown in Table 1 below.

Table 1 - BCBC decarbonisation actions since 2021

Transport	Buildings	Land Use	Procurement
• LED street lighting • Porthcawl - new bus terminus • Electric vehicle (EV) charging infrastructure installed across the BCBC estate • Ultra-low emission vehicle (ULEV) infrastructure • Active travel provision	• Re:fit Cymru –retrofit programme • Bridgend District Heat Network • Bryncethin Depot – solar PV, LED & battery storage • Roof mount solar PV – multi-site • 21st Century Schools Programme • Site audits and control optimisation of all school and office sites • Low Carbon Heat Grant - round 2 (Installing air source heat pumps at two sites)	• Coastal protection scheme • Extending Local Nature Reserves areas • Feasibility – land-based renewables • Tree planting – i-Tree eco study • New Local Development Plan	• Regional procurement networks • Socially Responsible Procurement Strategy

Carbon Neutral – What does this mean?

Carbon neutrality or Net Zero Carbon means balancing the greenhouse gas emissions we produce with the number of gases we are removing from the atmosphere. This is shown in the diagram below. Currently, the world is producing more greenhouse gas emissions than it absorbs which is causing global warming and climate change.



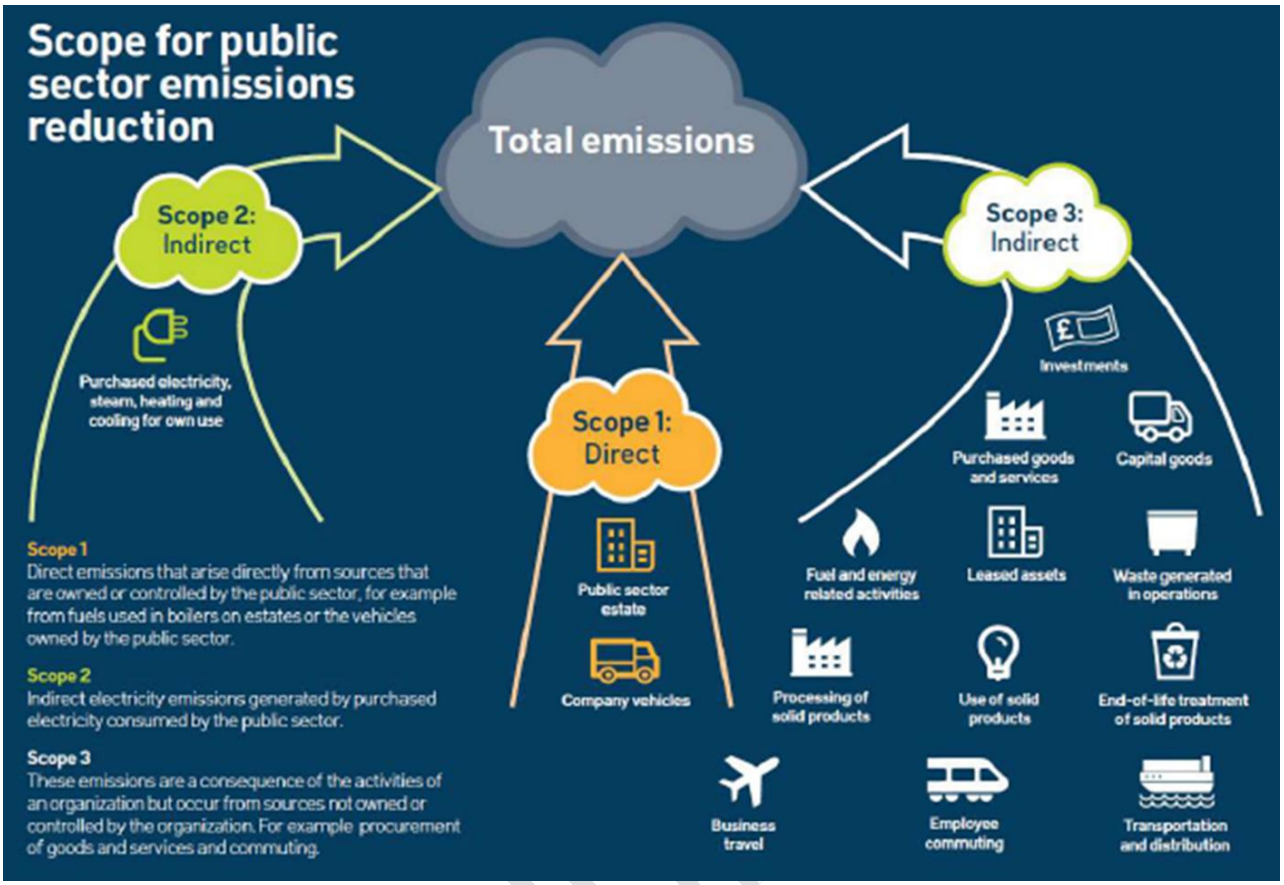
What is Bridgend's Carbon Footprint?

Welsh Governments Carbon Reporting looks at emissions being attributed to the three categories or scopes: -

Scope 1 – Direct Emissions - are those that occur from an organisation at source, for example by heating buildings or from the exhausts of vehicles.

Scope 2 - Indirect Emissions – are those that occur mainly from electricity used in our activities but where generation and associated emissions are elsewhere.

Scope 3 – All other indirect emissions – this covers emissions associated with areas such as procurement, staff commuting and direct waste.



2019-20 Baseline

The baseline year for BCBC's Net Zero Strategy is 2019/20, aligning with the Welsh Government's initial commitment to a Net Zero public sector and the first year of Net Zero Reporting. As part of the development of the 2021 Net Zero Strategy, BCBC's 2019/20 total carbon footprint was estimated at approximately 90,241 tCO_2e, broken down as follows and Figure 1.

- Scope 1: 6,106 tCO_2e
- Scope 2: 4,983 tCO_2e
- Scope 3: 79,152 tCO_2e1

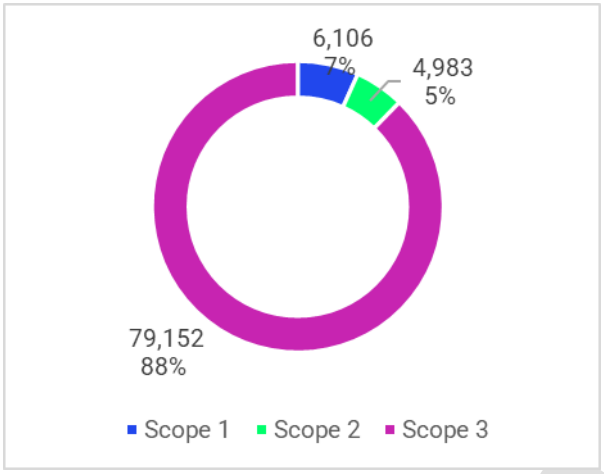


Figure 1 2021 Strategy 2019/20 BCBC carbon footprint by scope (tCO2e)

Subsequent calculations under the Welsh Public Sector Net Zero Reporting methodology produce a different footprint figure for 2019/20, with total emissions estimated at 67,011 tCO_2e, broken down as follows and Figure 2.

- Scope 1: 6,146 tCO_2e
- Scope 2: 5,405 tCO_2e
- Scope 3: 55,459 tCO_2e

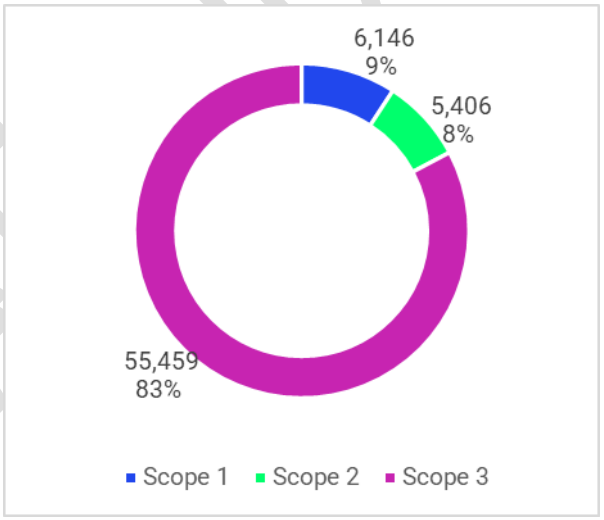


Figure 2 Net Zero Reporting 2019/20 BCBC carbon footprint by scope (tCO2e)

The difference in Scope 1 and Scope 2 emissions is minimal. The bigger discrepancy is in purchased goods and services in Scope 3. This difference is primarily due to differences in emission factor values in the calculations:

- The footprint calculated during the **initial Strategy development** applied Environmentally Extended Input-Output (EEIO) factors
- The footprint calculated under the **current Net Zero Reporting** used DEFRA published Standard Industrial Classification (SIC) emission factors.

As the Net Zero Reporting methodology is now the standard methodology for the Welsh public sector, BCBC's baseline has been updated to align with this approach meaning from now on **the baseline emission figure used for 2019/20 is 67,010 tCO_2e**. This ensures an ability to analyse multiple years of data using a standardised methodology.

The diagram below illustrates what percentage of the Council's emissions are in which Scope. As is evident below, Scope 1 and 2 contain the lowest levels of carbon emissions, whilst 87% of the Council's emissions come via Scope 3. These are indirect emissions in areas including the supply chain, business travel, commuting and direct waste.

2023-24 Carbon Footprint

The total estimated carbon footprint for 2023/24 was **64,825 tCO_2e**. Figure 3 illustrates the 2023/24 carbon footprint broken down by scope.

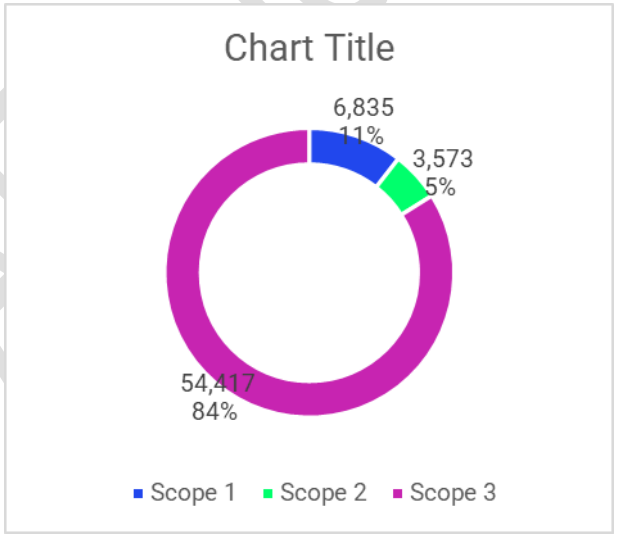


Figure 3 Net Zero Reporting 2023/24 BCBC carbon footprint by scope (tCO2e)

Over the past five years, BCBC's emissions have fluctuated (see Figure 4), peaking in 2021/22, followed by a significant decline in 2022/23 and a subsequent increase in 2023/24. Overall, total emissions have decreased by 3.4% since 2019/20. Scope 3

emissions are the primary driver of change, while Scope 1 and Scope 2 emissions show more limited variations.

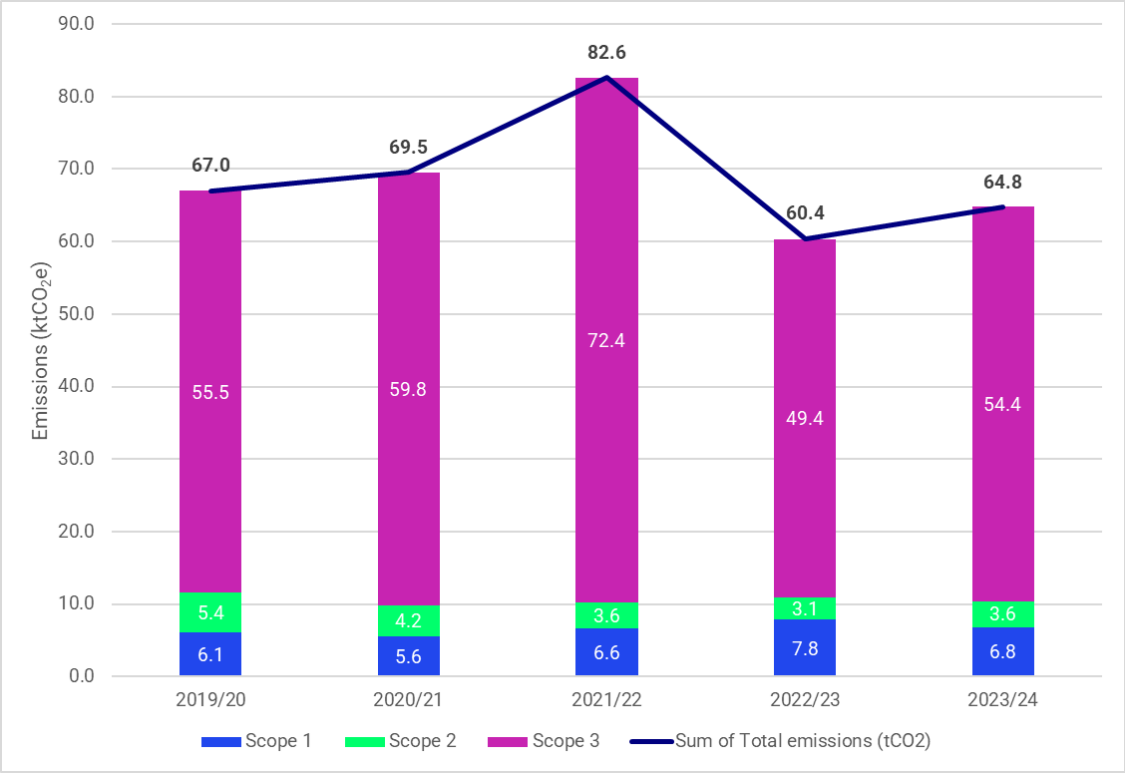


Figure 4 Net Zero Reporting BCBC carbon footprint time series by scope (tCO2e)

As shown in Figure 4, Scope 1 emissions have increased by 11.2% since 2019/20, rising from 6,146 tCO_2e to 6,835 tCO_2e, indicating a moderate increase in fuel consumption. Scope 2 emissions have decreased by 33.9%, from 5,405 tCO_2e to 3,573 tCO_2e, likely due to a combination of energy efficiency improvements, increased on-site renewable energy generation, and a reduction in the carbon intensity of grid electricity. Scope 3 emissions have marginally reduced by 1.9%, from 55,459 tCO_2e to 54,417 tCO_2e.

Figure 5 below presents the emissions breakdown by category rather than by scope, highlighting key sources such as buildings, the supply chain, transport, and waste.

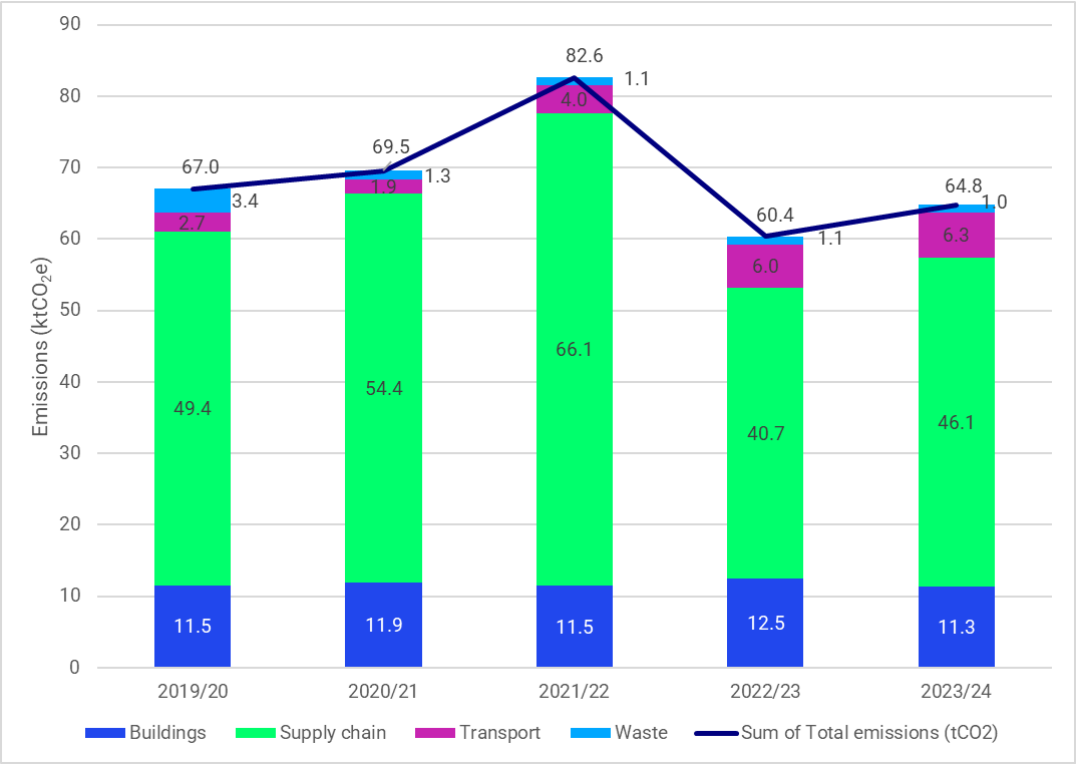


Figure 5 Net Zero Reporting BCBC carbon footprint time series by emissions category

Supply chain is the largest emission category. In 2023/24, supply chain emissions were 71% of the total footprint at 46,106 tCO_2e, a 7% decrease from 49,427 tCO_2e in 2020/21. Supply chain emissions were also the main factor behind the peak in 2021/22, reaching 66,135 tCO_2e, highlighting the significant impact of procurement activities, calculated using spend-based proxies, on overall emissions trends. This underlines the continued need for decarbonisation efforts in supplier engagement.

Building emissions have remained relatively stable at around 17% of the total footprint, with 11,284 tCO_2e recorded in 2023/24. However, this masks a significant reduction in fossil fuel consumption over the past year. In 2024, fossil fuel use fell by 21%, from 38.6 million kWh to 30.5 million kWh, while electricity consumption increased by 11%, from 12.1 million kWh to 13.5 million kWh.

Transport emissions have increased, rising from 4% of the total (2,677 tCO_2e) in 2020/21 to 10% (6,344 tCO_2e) in 2023/24. This increase is primarily due to the inclusion of commuting and homeworking emissions from 2023 onwards, as well as greater vehicle use following the easing of COVID-19 restrictions. Waste emissions remain low and stable, contributing just 2% of total emissions, at 1,024 tCO_2e in 2023/24.

It must be noted that some progress towards the net zero target depends on external factors beyond BCBC's direct control, such as the decarbonisation of the national electricity grid and private sector decarbonisation of the supply chain.

Carbon Management Plan

The Council has established a baseline for its total carbon emissions in 2019/20, estimated at 67,011 tCO_2e. This figure is based on actual data where available; however, some elements, such as carbon sequestration from natural assets on Council-owned land, could not be quantified at this stage.

It is recognised that fully eliminating carbon emissions from Council operations is unlikely to be feasible – a challenge common to all Local Authorities in Wales. The Council must therefore prioritise emissions reduction as far as possible before relying on offsetting measures to achieve Net Zero.

The emissions remaining after all feasible reductions are referred to as the "Gap to Target." This represents the volume of residual emissions that would need to be offset in order to achieve Net Zero by 2030. Based on the emissions modelling carried out for BCBC, the gap is projected to be **54,656 tCO_2e** under a Business as Usual (BAU) scenario. Under the Initiatives scenario – where the Council implements the proposed emissions reduction measures the gap is reduced to **36,996 tCO_2e**. This is illustrated in Figure 6, which shows the total emissions projections for the Council from 2019/20 to 2029/30.

The Business as Usual (BAU) scenario models the Council's projected emissions in 2030, assuming no significant changes in operational activity compared to the baseline year.

It incorporates anticipated external decarbonisation trends, such as reductions in emissions from the national electricity grid and supply chains, but assumes that the Council's internal activity levels (e.g. energy use, travel, and procurement) remain consistent with current patterns.

The Initiatives scenario builds on the BAU projection by modelling the combined impact of external decarbonisation and the implementation of the actions outlined earlier in this report. These actions include measures to reduce energy demand, switch to lower-carbon fuels, and improve efficiency across buildings, fleet, and procurement activities.

Figures 7, 8, and 9 break down the total emissions projections shown in Figure 6, outlining decarbonisation pathways for supply chain, buildings, fleet, business travel, commuting and homeworking emissions, respectively. These provide a more detailed view of the modelling undertaken as part of this Strategy.

Further decarbonisation pathways are outlined below for supply chain, buildings and transport emissions. These represent in more detail the high-level modelling that is been undertaken as part of this strategy.

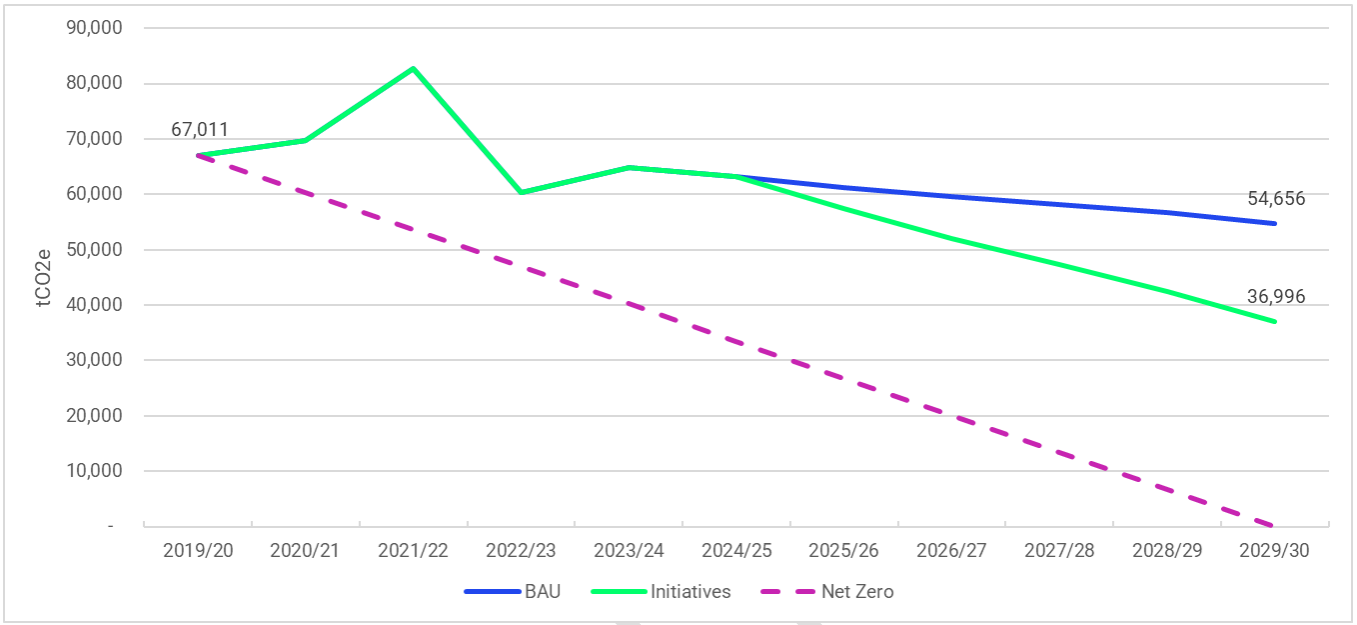


Figure 6 BCBC total emissions projections from the baseline year (2019/20) to 2030 under Business as Usual and Initiatives scenarios

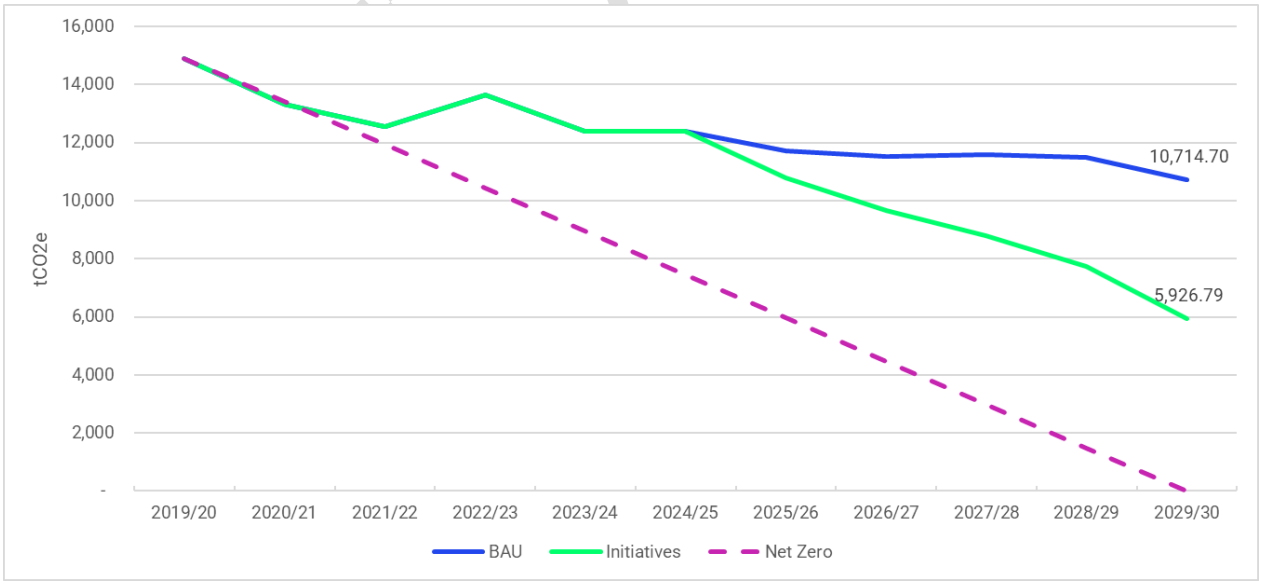


Figure 7 BCBC buildings emissions projections from the baseline year (2019/20) to 2030 under Business as Usual and Initiatives scenarios (Buildings include – Electricity, Gas, Other Fuels, Water and Waste projections)

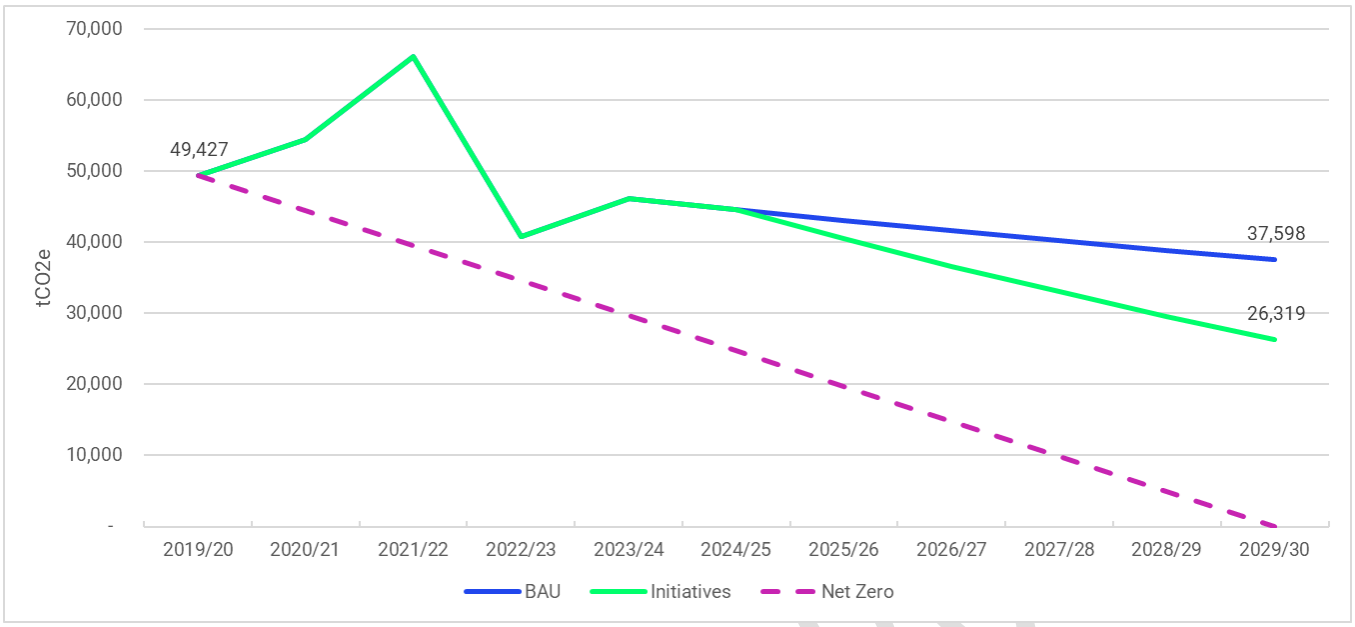


Figure 8 BCBC Procurement emissions projections from the baseline year (2019/20) to 2030 under Business as Usual and Initiatives scenarios

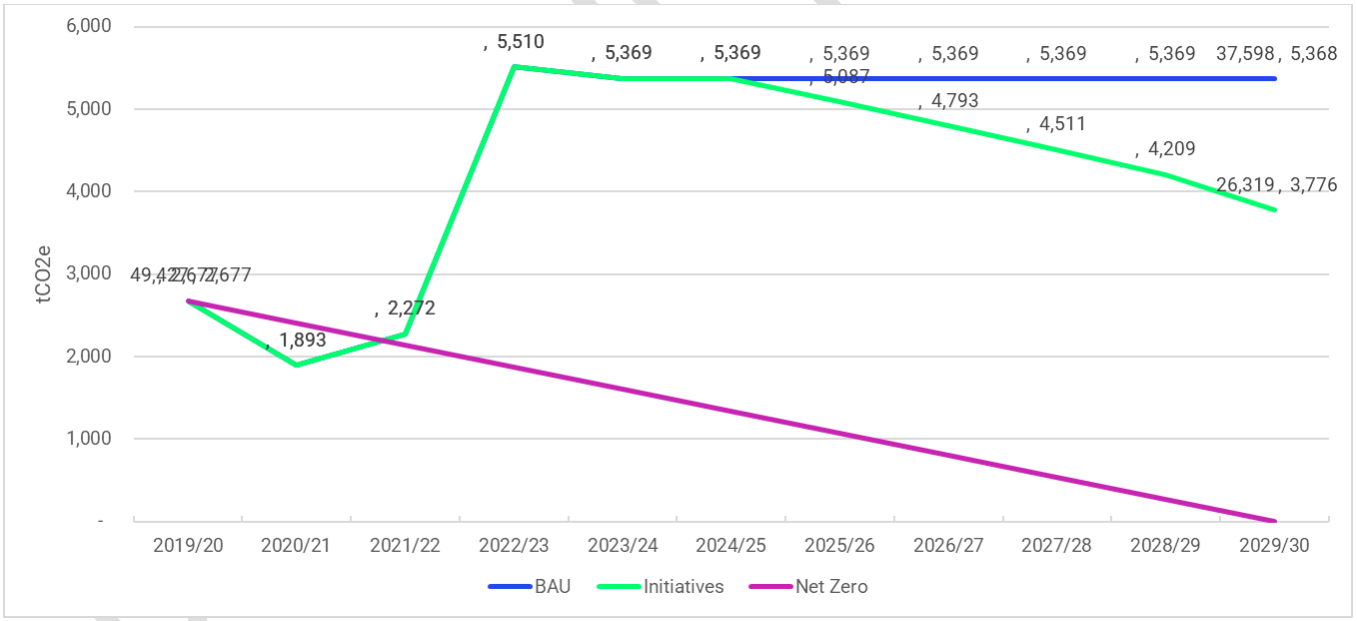


Figure 9 BCBC -Fleet, Business Travel, Commuting & Homeworking emissions projections from the baseline year (2019/20) to 2030 under Business as Usual and Initiatives scenarios

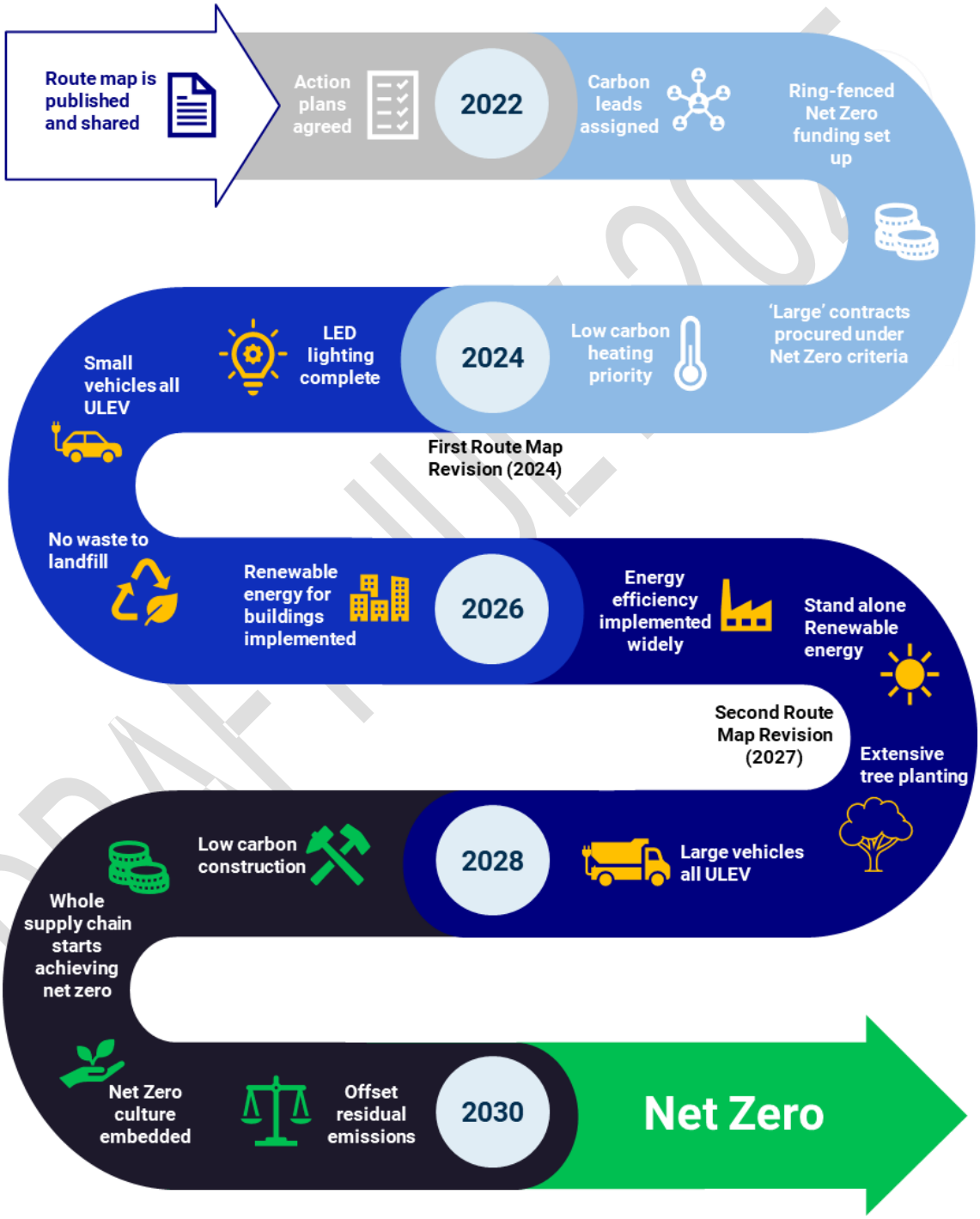
Bridgend's Net Zero Commitments

The Council has aligned its Net Zero target with the Welsh Government ambition of achieving a Net Zero public sector by 2030. This will require understanding the priorities, costs, stakeholders and wider impacts of actions associated with council operations, whilst improving understanding of the public sector's role in influencing change in society and the wider economic system. The Council's 8 net zero commitments are as follows:-

Commitment 1	The Council will demonstrate leadership and commitment to deliver the Bridgend Net Zero Carbon Strategy, to address the Climate Emergency as declared by Welsh Government, the Senedd and the Council.
Commitment 2	The Council will integrate low and zero-carbon behaviours throughout the organisation and carbon impact will become a key consideration in all strategic decisions.
Commitment 3	The Council will decarbonise its built estate by 2030 with a strong focus on energy efficiency, low carbon heating and on-site renewable generation.
Commitment 4	The Council will undertake a programme of fleet renewal to ultra-low emission vehicles, such that all vehicles are ULEV by 2030.
Commitment 5	The Council will promote active and low-carbon travel options throughout its own operations.
Commitment 6	The Council will decarbonise its procurement activity by engaging the supply chain, supporting and mandating suppliers to decarbonise, and progressing sustainable, local procurement practices.
Commitment 7	The Council will ensure its land holdings are developed and maintained to support Net Zero objectives through high levels of carbon sequestration and biodiversity.
Commitment 8	The Council will decarbonise its waste streams by ending landfill use and adopting a reuse culture alongside sustainable methods of disposal.

Route Map to a Net Zero Bridgend

The Route Map below lays out key milestones that need to be achieved on the way to a fully Net Zero Council. It is ambitious and will be challenging to achieve, with partnerships integral to an effective delivery. Detailed Actions plans have been prepared against the 8 Corporate Commitments and these are set out in Appendix 2.



Next Steps to achieving Net Zero

The is no doubting that the Bridgend Net Zero Strategy is ambitious in its commitments and will be equalling challenging to deliver. Key to this will be ensuring that a robust and effective governance structure is in place to make decisions, sustain momentum and action over the long term and monitor and review progress against our carbon reduction plans. The implementation of this strategy is detailed in Appendix 1.

It is also critical that focus is placed on putting the actions presented within the strategy into motion immediately. We will use the content and quantifications (energy, carbon and cost-saving potential) included throughout this document, as a building block for the development of detailed business cases for action going forward. The Action Plans that build on the 8 commitments are included in Appendix 2.

It must also be recognised that access to additional resources and finance is critical to ensure the success of the Strategy. Whilst many projects are already resourced and funded via the Council's Capital Programme or external grant schemes and providers, such as UK Government, Welsh Government and the Cardiff Capital Region, there will be a requirement for additional resources in the future to deliver new initiatives or schemes. The Council will continue to identify partnership opportunities and funding streams to progress this decarbonisation agenda.

We will review our Action Plans annually to include new projects as they are developed and approved and to monitor and measure progress both on emission reduction but also against a broader spectrum of sustainability and wellbeing metrics. By reviewing annually, we can ensure a dynamic response and evolving action plans that reflect the needs and priorities of the Borough and its residents. However, much progress can still be made by championing decarbonisation within the decision-making processes of the Council, and by integrating this into corporate behaviours.

This Strategy provides the direction for decarbonisation of the Council's own emissions as an organisation. However, as a Council there is a critical leadership role in supporting a Net Zero transition across the communities, businesses, and infrastructure for the county. It is recognised that the Council will require full support and engagement from all parts of the county to ensure the climate emergency can be overcome. Everyone will need to work together as one to reach Net Zero and support the well-being of future generations in Wales.

Appendix 1 – Bridgend Net Zero Implementation Plan

Strategy Governance

The Council have identified that governance and engagement are essential for a successful decarbonisation strategy. To deliver the strategy, organisational change is required to maintain a focus on long-term decarbonisation and carbon management. This section describes the actions the Council will undertake to embed decarbonisation into the organisation.

The Decarbonisation Programme Board will be maintained to oversee and track progress to Net Zero Carbon. The Programme Board will be Chaired by the Cabinet Member for Communities and led by the Corporate Director of the Communities, and the Decarbonisation Programme Manager will oversee the overall organisation and delivery of the strategy.

Carbon Leads and Communities of Practice

Following the conclusion of Strategy review process, instead of having individual officers responsible for each activity stream, for some areas responsibility is spread across a 'Community of Practice' (CoP), a group with representatives across different, relevant service areas. Activity stream delivery will be overseen as follows:

- Behaviour Change Community of Practice
- Fleet Community of Practice
- Procurement Community of Practice
- Estates Carbon Lead (activity within a single service area)

Carbon Lead Principles	Community of Practice Principles
• Relevant for activity streams that sit within a single service area, e.g. Estates. • The Lead integrates the delivery of the activity stream into pre-existing service area groups/meetings. • Targets and actions must be integrated into the Directorate business plans as part of a BAU workstream. • The Lead project manages the delivery of the targets for the activity stream and reports to the Decarbonisation Programme Manager and the Decarbonisation Programme Board.	• Relevant for activity streams that cut across multiple service areas, e.g. Behaviour change, Procurement and Fleet. • Constitutes a formal group with Terms of Reference, a Chair and a rolling agenda. CoPs should meet every six weeks, the week before the Programme Board. • Members must have the capacity to deliver actions. • The Chair project manages the delivery of the targets for the activity stream and reports to the Decarbonisation Programme Manager and the Decarbonisation Board.

The Waste activity stream in the first version of this strategy will not have a dedicated Lead or Community of Practice because Council waste management will be driven by national legislation. Some Council waste actions, particularly concerning behaviour change and procurement, have been redistributed to those relevant CoPs.

Action Plans

Defined action plans will form the basis of the Council's decarbonisation initiatives to achieve Net Zero. Strategic initiatives are listed within the action plan section against each of the defined activity streams. The Council have highlighted the following activity streams to focus decarbonisation efforts. Communities of Practice and Carbon Leads for each activity stream will be responsible for driving progress against the action plans and maintaining momentum.

1. Behaviour Change
2. Fleet
3. Procurement
4. Estates

The Council recognises the challenge that achieving Net Zero poses to normal operations and delivery of service. It should be noted that all decarbonisation initiatives presented in the action plans (Appendix 2) within this report will be subject to resource, finance availability and an individual business case assessment. Initiatives are ambitious to drive the transformational change within the organisation that is required to achieve a Net Zero future.

Monitoring and Evaluation

Once the updated Strategy is adopted, measuring progress will be an essential part of its implementation.

Ongoing monitoring is crucial to understand if the strategy is on track. Evaluation of the action plans will take place annually within the agreed timeframe. This will help the Council to identify whether objectives have been met, alongside its impacts and lessons learned from the initiative.

It is also recognised that the decarbonisation sector is developing rapidly. It is likely new innovative technologies and solutions will come into the mix that may have not been considered at the time of this report. With that in mind, this Strategy will be reviewed again in full in 2027, to update against the fast-moving sector.

Stakeholder Engagement

Robust engagement with stakeholders from across Bridgend will be crucial for successful climate action. The Council will continue to explore innovative ways through which the whole organisation can contribute towards achieving Net Zero. It should ensure that an effective engagement strategy that actively involves all council departments and employees is drawn up. Achieving the greatest possible input and buy-in will allow the Council to work closely with key stakeholders to identify the areas of the council that need to be prioritised to reduce emissions. It will need to remain transparent throughout all engagement activities, to grant stakeholders the opportunity to contribute towards the decarbonisation initiatives that they intend to implement across the estate.

The Council should focus on the following to deliver its Bridgend 2030 Strategy: -

- Continue to engage with departments across the council and produce an internal list of stakeholders to repeatedly engage with.
- Form a '2030 Sub-Committee' to unite carbon leads from each department to ensure a collective approach is achieved across BCBC on a continual basis.
- Communicate with external stakeholders on the continual development of the Bridgend 2030 Strategy up to 2030 itself.

BCBC's Mobilisation & Management Initiatives

The following table outlines the mobilisation and management initiatives that the Council will adopt to ensure action is taken to achieve decarbonisation across the organisation by 2030.

1	A Decarbonisation Programme Board will remain in place to oversee the implementation of the Bridgend Net Zero Strategy.
2	A 'Decarbonisation Programme Manager' will remain in place as a dedicated role to drive the focussed implementation of the Bridgend Net Zero Strategy.
3	A '2030 Steering Group' will be formed to bring together carbon leads from each activity stream to ensure a joined-up approach is achieved across the Council.
4	Communities of Practice and Carbon leads will be appointed for each activity stream and will be responsible for reviewing progress against action plans and reporting back to the 'Decarbonisation Programme Board'.
5	The Action Plans will form the basis of how the Council will reach Net Zero – action plans will be reviewed and updated annually.
6	The Council will enable successful implementation of the Net Zero Strategy by identifying additional resources and finance for delivery through a robust business planning regime to scale up and accelerate implementation of initiatives.

7	A ring-fenced financial allocation will be created for decarbonisation. This will be used for developing specific projects and levering in additional external finance.
8	The Council will include a defined mission statement on its decarbonisation ambitions as a distinct corporate objective; CMB, CCMB and Council Boards will give high importance to decarbonisation in all investment decisions.
9	The Council will issue a revision of the Bridgend 2030 Strategy in 2027 to update against the rapidly changing landscape of the decarbonisation sector.
10	The Council will engage with departments in the council to produce an internal list of stakeholders to support collaboration and share expertise across all activity areas on Net Zero.
11	The Council will communicate and collaborate with external stakeholders (e.g. health board and local service board) on the progress of the Strategy.

Appendix 2 – Bridgend 2030 Action Plans

2030 Actions Plans

This appendix contains 4 Actions Plans that will deliver the Bridgend 2030 Strategy and reduce the greenhouse gas emissions of the organisation in order to get to a Net Zero Position by the 1st of April 2030. Each Action Plan will have a Corporate Manager as Senior Responsible Officer and will report on the progress of the Action Plan to the 2030 Programme Board.

These include the following: -

- Action Plan 1 – Behaviour Change
- Action Plan 2 – Estates
- Action Plan 3 – Procurement
- Action Plan 4 – Fleet

It is the intention to review these plans annually in order to track the progress against the carbon baseline, monitor effectiveness, resource appropriately and include new initiatives, technology and projects as they arise.

Action Plan 1 – Behaviour Change

To achieve Net Zero emissions a complete culture shift will be required across all council operations. The Council recognises that a joined-up approach is needed, and all departments will need to work together to achieve the decarbonisation goals. Carbon impact and sustainability will become a key metric in the decision-making process. The following table outlines the initiatives the Council will undertake to implement effective carbon management across the organisation.

Carbon Management Initiatives

BC1	Implement a comprehensive sustainability decision-making approach (see, for example, Cornwall Council's doughnut economics) to be included in all council business cases for investment, integrated with the wellbeing of future generations assessment. Integrate carbon costs into the decision-making process.
BC2	Develop an internal engagement plan strategically linked to Strategy initiatives, e.g. upskilling building managers to improve building energy use, educating building managers about the waste hierarchy and educating Directorates and service areas about sustainable procurement practices.
BC3	Continue to expand carbon literacy training for elected members and officers, prioritising officers who will support the delivery of the Strategy.
BC4	Ensure all Leads and members of the Community of Practices have their job descriptions updated to include defined responsibilities relating to the Strategy.
BC5	Utilise the Welsh Government Public Sector Carbon Reporting Guide to report annually the carbon footprints of the Council's operations. This will form the basis for tracking progress against the Net Zero 2030 target.
BC6	The Council will complete a business travel review to appraise the use of staff vehicles, pool cars and public transport across all departments; Council business travel policies will be updated accordingly.

BC7	The Council's staff business travel policy will prioritise the use of virtual meetings, active travel and public transport.
BC8	The Council will undertake a detailed review of staff commuting patterns to better understand the impact on its overall carbon footprint; guidance and incentive schemes will be considered to support staff. Use a staff survey to review commuting patterns and track progress against the Welsh Government's 30% work from home target.

Action Plan 2 – Estates

Carbon emissions associated with the operation of buildings represents the second biggest contributor to the Council's carbon footprint, behind the procurement of goods and services.

The Council will focus on improving energy efficiency and developing onsite generation projects throughout the estate to effectively decarbonise this area. The initiatives will ensure coordination of emission reduction actions within the Corporate Landlord service area, with a particular focus on:

- Managing the ongoing energy and water efficiency retrofit programme across the estate, collating a full asset and condition list of energy-consuming equipment.
- Delivering renewable energy and offsetting opportunities on Council-owned and neighbouring land.

The approach to new buildings should also be addressed. The closer a new building can be built to Net Zero standards now mitigates the need for additional retrofit projects down the line.

Estates Initiatives

E1	The Council will prioritise the completion of a centralised asset register. For each site, the register will include details of the energy system, including a unique system ID, system type and age, historical energy consumption, and records of any decarbonisation works undertaken. For renewable energy assets (e.g. solar farms), the register should also capture generation capacity (kW) and availability (%).

E2	The Council will progress a transformational energy and water efficiency retrofit programme across its estate – every building will have undergone a multi-technology energy efficiency upgrade by 2030.
E3	The Council will undertake and commission surveys to collate a full asset and conditions list of major energy-consuming equipment (e.g. large plant) across its built estate by the end of 2026.
E4	The Council will complete expert low carbon heat studies for all large strategic sites to set the plan to transition away from fossil fuel heat sources.
E5	Decommissioning of traditional boilers will be preferred over replacement, with low carbon heat solutions appraised and prioritised within the business case process.
E6	Legacy lighting will only be replaced with modern LED alternatives; all lighting will be LED by 2030.
E7	All buildings will be assessed to have standardised, effective building management systems including a dedicated central resource to optimise energy use across the built estate on a consistent basis.
E8	The Council will complete surveys to understand the overall viable potential for onsite renewable energy generation across the estate. The council should aim to install as much of this potential by 2030.
E9	The Council will work closely with schools to develop a plan to better deliver carbon reduction in these buildings.
E10	The Council will improve its understanding of all owned land assets to correctly appreciate the levels of carbon sequestration by September 2026 and develop plans to maximise carbon benefits in these areas

E11	The Council will ensure all owned woodland and greenfield areas are maintained in a way to promote enhanced biodiversity and avoid any unnecessary loss of carbon sequestration.
E12	Where large-scale renewable developments are not possible, the Council will prioritise these areas for afforestation/reforestation and biodiversity programmes on its own land.
E13	The Council will undertake an assessment to understand the extent of peatland across its estate; a continual maintenance and regeneration programme will be put in place for any identified areas.
E14	Work with partners to map and review Council-owned land to identify categories that align with the Net Zero Reporting commitment

Action Plan 3 – Fleet

Carbon emissions from transport are one of the highest emitters across Council operations. Transport includes emissions from owned fleet, business travel and commuting. To decarbonise transport, the Council will need to prioritise introducing ULEVs into their fleet and across Bridgend in the short term. This will require the development of a best-practice approach for ULEVs and public vehicle EV charging stations.

Fleet Initiatives

F1	The Council will oversee the development of a best practice approach for ULEV technology across the Council's own fleet and staff vehicles. The Council will seek support from WGES on ULEV and EV transition planning and implementation.
F2	Develop an EV charging infrastructure network plan for the existing estate, using lessons learnt on progress already made in the Highways team to inform progress in other service areas, with particular focus on social care and education.

F3	EVs will be prioritised as replacements for Council-owned cars and small vans in the short term, with all conforming to ULEV standards by 2028.
F4	All new medium/large freight vehicles procured across the Council after April 2027 will be to the future modern standard of ULEVs.
F5	Review and track fuel used in small plant and equipment to understand their carbon footprint and what assets can be replaced with electric versions.

Action Plan 4 – Procurement

It is estimated that emissions that occurred from procured goods & services is the largest contributor to the Councils carbon footprint (71%) so it is a priority area on which to focus decarbonisation activity. It should be noted that all Local Authorities are seeing a similar proportion of total emissions from procurement. Decarbonising supply chain emissions represent the biggest challenge across the whole public sector in achieving Net Zero.

Extra resource is needed in the procurement team to coordinate a more sustainable approach to Directorate procurement exercises and improve the Council's supply chain emissions reporting. The following table outlines the initiatives that the Council will implement to reduce emissions associated with procured goods & services.

Procurement Initiatives

P1	The Council will develop a Sustainable Procurement Code of Practice to include a framework for assessing the sustainability credentials of suppliers at varying contract values and types; this will consider the evolving Welsh Procurement Policy Notes (WPPN).
P2	The Council will aim to engage with and utilise the local and low carbon supply chains whilst maintaining high standards for goods and services. This will be a corporate initiative and not just the responsibility of the procurement team.
P3	The Council will build upon WPPN 06/21 and require carbon management plans/decarbonisation improvement to be demonstrated in the highest carbon

	impact and strategic contracts by 2026, this will include contracts as they come to be procured associated with 'Transit & Ground Passenger Transport Services' and 'Nursing & Residential Care Services'.
P4	The Council will apply the principles of 'WPPN 12/21 Decarbonisation through Procurement', to an increasing proportion of contracts such that by 2030, all contracts above an agreed value are subject to carbon assessment and reporting.
P5	The Council, through its Economic Development function, will engage with its supply chain to communicate its ambition for Net Zero and the request for suppliers to come on the journey; the Council will share its developing procurement practice, resources for suppliers, and any opportunities for supply chain decarbonisation funding.
P6	The Council will provide a training programme for internal service commissioners by developing best practice and engaging experts; the Council procurement and service commissioners will work in collaboration to champion decarbonisation in the supply chain.
P7	Contract management will be used to oversee decarbonisation progress and carbon accounting in both short- and long-term contracts, this will be overseen by the BCBC Programme Board and reported to Corporate Management Board (CMB) as required.
P8	The Council recognises the need for a regional and national approach and will identify other organisations and forums for collaboration across Wales to help develop its understanding and take note from best practice approaches, particularly regarding how to introduce changes to procurement processes resulting from the Procurement Act 2023, such as the WLGA Procurement Task and Finish Group.
P9	Prioritise enabling a move from Tier 1 to Tier 2 supply chain emissions reporting. Engage with work being done by the Welsh Government Energy Service to develop a supplier contract emissions reporting tool.

1. Bridgend County Borough Council has committed to the Net Zero 2030 target as an organisation and recognises the leadership role to enable wider Net Zero for businesses and communities in the country. Do you support this statement?
    a. Please outline your reasons for selecting 'Strongly Disagree' below
    b. Please outline your reasons for selecting 'Disagree' below

2. The draft strategy sets out 8 strategic commitments to support the delivery of the strategy aim. Please rank these commitments in order of importance to you. (1 being the most important, 8 being the least).
    a. Would you remove any of the commitments?
    b. If yes, please indicate which commitment you would remove and why.
    c. Would you add any commitments?
    d. If yes, please detail below your suggested commitments.

3. The draft strategy focuses on four key themes, each with a series of proposed initiatives: Please rank in order of importance (1 being the most important, 4 being the least).
    a. Would you remove any of the initiatives?
    b. If yes, please indicate which initiative and why.
    c. Would you add to any initiatives?
    d. If yes, please indicate which initiative and why.

4. Do you have any further comments to make with regards to the Net Carbon Zero strategy? We welcome your ideas on how BCBC can reduce its carbon footprint.

5. How should BCBC communicate with residents of the County about progress in relation to reducing carbon emissions from its estate and operations?

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Meeting of:	**COMMUNITIES ENVIRONMENT AND HOUSING OVERVIEW & SCRUTINY COMMITTEE**
Date of Meeting:	**3 NOVEMBER 2025**
Report Title:	**BRIDGEND COUNTY BOROUGH COUNCIL ELECTRIC VEHICLE CHARGING STRATEGY**
Report Owner: Responsible Chief Officer / Cabinet Member	**CORPORATE DIRECTOR COMMUNITIES**
Responsible Officer:	**GROUP MANAGER ECONOMY, NATURAL RESOURCES AND SUSTAINABILITY**
Policy Framework and Procedure Rules:	**Corporate Plan Delivery Plan 2025/26** **Bridgend 2030 Net Zero Carbon Strategy** **Bridgend Local Area Energy Plan** **Bridgend Local Development Plan 2018-2033** **Bridgend Local Transport Plan 2015-2030** **Cardiff Capital Region Emerging ULEV Strategy** **Cardiff Capital Regional Transport Plan** **Cardiff Capital Region Development Plan** **Cardiff Capital Region Energy Strategy** **Welsh Government EV Strategy** **Welsh Government EV Action Plan** **Welsh Government Climate Emergency** **Prosperity for All: A Low Carbon Wales** **Wales Transport Strategy** **Planning Policy Wales: 2024** **Transport for Wales Corporate Strategy**
Executive Summary:	**This report is to bring forward a draft Strategy for Scrutiny to provide comments prior to public consultation on the vision for electric vehicle charging across Bridgend County Borough Council.** **The draft Strategy offers options and opportunities available to Bridgend County Borough Council on facilitating a transition to the use on non fossil fuel vehicles and our journey towards net zero.**

1. Purpose of Report

1.1 The purpose of this report is to update the Committee on work to develop an Electric Vehicle Charging Strategy and seek comments prior to public consultation on the draft Strategy.

2. Background

2.1 The United Kingdom (UK) Government has pledged to achieve net zero emissions across all transport modes by 2050, as detailed in the documents 'Decarbonising Transport: A Better Greener Britain' and 'Powering up Britain'.

2.2 The 'Taking Charge' plan outlines a national strategy for implementing Electric Vehicle (EV) charge point infrastructure. The goal is to eliminate barriers to EV adoption by making charge points more affordable and convenient, ensuring that everyone can easily find and access reliable public charge points with both on-street and off-street options.

2.3 In September 2023, the UK Government announced that new petrol, diesel cars and vans can continue to be sold until 2035, extending the previous deadline which required all new car and vans to be zero emission at the tailpipe by 2030.

2.4 The Public Charge Point Regulations 2023 aim to enhance the EV user experience by setting standards for contactless payment.

2.5 The Welsh Government declared a climate emergency in 2019 and have committed to delivery of Wales' target of net zero by 2050.

2.6 Welsh Government published an Electric Vehicle Charging Strategy in 2022, which sets out an objective that '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'. Wales' EV strategy followed from UK government guidance.

2.7 It is considered that the Welsh Government position on EV charging is synonymous with UK Government, with a targeted transition to EV being central to transport decarbonisation, removing charging infrastructure as a perceived and real barrier to EV adoption.

2.8 At a local level, Cardiff Capital Region (CCR) and Bridgend County Borough Council's (BCBC) existing policies have net-zero ambitions and sustainability embedded within them, which it is suggested will enable and support the delivery of any Electric Vehicle Charging Strategy.

2.9 In 2024 BCBC was chosen as one of 7 councils to be the first to receive grant funding from Welsh Government for the creation of an EV Strategy that would be created by Transport for Wales and AECOM.

2.10 Working with AECOM and Transport for Wales, an internal officer working group was established in October 2024 to collaborate in the development of a draft Strategy.

2.11 The working group has met twice and has included 17officers from multiple necessary and influential areas within BCBC such as members from the Highway's team, Active travel Team, Street Lighting and many more. The draft Strategy also went to the Decarbonisation Programme Board

3. Current situation/ proposal

3.1 Since 2019, local authorities across Wales have delivered over 100 EV charging projects, with commercial Charge Point Operators (CPOs) delivering many times more. Progress has been supported by Transport for Wales' (TfW) early interventions to ensure the most rural sites on the Strategic Road Network had rapid chargers, building on the base network to ensure 50kW charging at least every 25 miles.

3.2 Within Bridgend County Borough, BCBC has already delivered a number of chargers over more than 30 sites, and there are more than 2,900 electric vehicles now registered in the County. The County currently has 12 public charge points that have been commissioned by the Council, 52 that have been commissioned by the Cardiff Capital Region (CCR) on our estate as well as public charge points, alongside an additional 44 chargers that are operated independently at locations, such as supermarkets.

3.3 The purpose of the draft Bridgend County Borough Council EV Strategy **(Appendix 1)** is to set out a vision and plans for delivering an inclusive charging network in the future, building on work to date.

3.4 The vision is to facilitate and enable the provision of accessible, reliable and inclusive EV charge points across urban, rural and coastal areas, which is fairly priced, to all residents, visitors and businesses.

3.5 The aims are:

- The further development of an EV charging network
- Fair and accessible access to charge points
- An inclusive high-quality experience
- Reduced carbon emissions
- Working with public charge points operators to best benefit the residents of Bridgend

3.6 The objectives are:

- Increase awareness and knowledge of EVs across the County
- Develop a network of public charge points ensuring appropriate coverage of the right type of charge points across the County
- Ensure the EV charge points network is inclusive, reliable and accessible
- Develop an EV charge point network which is sustainable economically, technically and fairly priced for users
- Facilitate a transition to EVs for both private and commercial users while encouraging walking and cycling, reducing car ownership and car mode share

3.7 The role of the Council is summarised as being to:

- Promote Equity: Provide charging infrastructure in underserved and rural areas to ensure all communities have access to EV charging, promoting a fair transition to EVs.
- Support Local Businesses: Install charging points in commercial areas to attract EV drivers, boosting local businesses and encouraging economic growth.
- Leverage Public Assets: Utilise council-owned properties, such as car parks and public buildings, to host charging stations, optimising the use of existing resources.
- Encourage Private Investment: Create a favourable environment for private sector investment in EV infrastructure by demonstrating the council's commitment and providing initial support.

3.8 The draft Electric Vehicle Charging Strategy (Appendix 1) considers the following elements which will provide the context for decision making and action moving forward:

- Forecasting - Modelling has been carried out using a best practice EV uptake forecast tool, to forecast the future number of EVs in the Bridgend area. As with any projection methodology these forecasts should be taken as indicative estimates which will need to be revisited and updated as and when new information becomes available.
- The EV uptake scenarios define the proportion of new vehicle sales each year which are EV. Three scenarios are represented by the tool and are represented as slow, medium or fast electrification of the vehicle parc (e.g. all vehicles on the road). Similarly, adoption scenarios are set out as low, medium and high.
- Chargepoint speeds – the Strategy highlights that these range from "slow" (3-7kW) to "ultra-rapid" (>100kW). The type of charge point needed depends on the location. It is suggested that at homes or workplaces, where people spend longer periods, slower charge points may be considered more suitable. Conversely, rapid and ultra-rapid charge points are considered more suitable for destinations or on-route charging, such as motorway services or visitor hotspots including beach resorts like Porthcawl, alongside parks.
- Charging types – The Strategy considers the following options: wireless, cable gully, pop-up and lamppost with perceived advantages and disadvantages of each set out.
- Strategic approaches – residential, hub-based and blend models are considered with implications presented.
- Delivery models – the Strategy considers own and operate, joint venture, public/private/commercial partnership, land lease and Transport for Wales supply/install models whilst reviewing factors relating to the potential control by BCBC and the potential risks.

3.9 The Strategy sets out the following priority action areas, each with a range of sub-actions and details on the role of BCBC and proposed timescale:

- Increase awareness and knowledge of EVs across the County
- Develop a network of public charge points that achieve appropriate levels of coverage
- Ensure the EV charge point network is inclusive, reliable and accessible
- Develop an EV charge point network which is sustainable economically, technically and fairly priced for users
- Facilitate a transition to EVs for both private and commercial users while encouraging waking and cycling, reducing car ownership and car mode share

3.10 A further report will be presented to Cabinet following the public consultation of an anticipated 8-10 week period seeking approval of the Strategy.

4. Equality implications (including Socio-economic Duty and Welsh Language)

4.1 An initial Equality Impact Assessment (EIA) screening has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA on this policy or proposal.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

5.1 This project aligns with the principles of the Well-being of Future Generations (Wales) Act 2015, supporting a more resilient, sustainable, and inclusive future. Below is a summary of how the five ways of working under the Act have been applied in the development and implementation of the Residential EV Charge Points Scheme.

- Long Term - The scheme addresses immediate infrastructure needs for electric vehicle (EV) adoption while laying the groundwork for a low-carbon future. It supports a strategic transition away from fossil fuels, recognising the long-term environmental and societal benefits of reduced emissions, improved air quality, and sustainable transport access. By making EV charging more accessible today, it helps ensure future generations inherit a healthier environment and a more resilient transport system.
- Prevention - The project proactively reduces the environmental and public health issues associated with petrol and diesel vehicles. It helps prevent worsening air pollution, noise pollution, and climate change impacts by facilitating a shift to cleaner transport modes. Early investment in EV infrastructure also mitigates future economic pressure to retrofit or correct inequitable access to charging, ensuring that sustainability and inclusion are addressed from the outset
- Integration - The scheme supports economic, social, environmental, and health goals collectively. It contributes to decarbonisation targets, enhances public

health through improved air quality, supports financial well-being through reduced transport costs, and promotes inclusive access to technology. This integrated approach helps meet multiple well-being objectives in tandem and aligns with national and local sustainability targets, benefiting both current and future communities.

- Collaboration - The scheme has been developed and implemented through collaboration with internal departments, local authorities, and external stakeholders such as EV suppliers and community organisations. This cooperative approach ensures that the infrastructure is both technically sound and socially equitable. Ongoing partnerships continue to support broader climate and mobility goals across sectors.
- Involvement - The project has engaged with residents, community groups, and stakeholders across diverse demographic and geographic areas to ensure inclusive access to EV infrastructure. Special focus has been given to underrepresented and lower-income communities to prevent disparities in access. This ensures the scheme reflects the diversity of the population and fosters shared ownership of the transition to sustainable transport.

6. Climate Change and Nature Implications

6.1 The Residential EV Charge point scheme is designed to significantly reduce greenhouse gas emissions by promoting the adoption of electric vehicles (EVs) which produce far fewer emissions compared to traditional petrol or diesel vehicles. By encouraging a shift to EVs, the scheme supports both local and national efforts to meet greenhouse gas reduction targets contributing meaningfully to the broader fight against climate change.

6.2 In addition to lowering emissions, the scheme promotes cleaner energy use and reduces dependence on fossil fuels thereby minimising the waste generated through their extraction and consumption. This helps address the transport sector's substantial contribution to environmental waste. Furthermore, by replacing internal combustion engine vehicles with EVs the project lessens harmful by-products such as nitrogen oxides and particulate matter, leading to improved air quality.

6.3 The scheme also positively affects biodiversity and ecosystem resilience. The reduced use of fossil fuels helps protect water sources from pollution caused by runoff from spills, while the quieter operation of EVs leads to a noticeable decrease in noise pollution benefiting both human communities and wildlife. Improved air and noise conditions support healthier ecosystems and contribute to the preservation of biodiversity. Overall the scheme takes a comprehensive approach to environmental sustainability, delivering tangible benefits to both local environments and broader ecological systems.

7. Safeguarding and Corporate Parent Implications

7.1 There are no Safeguarding or Corporate Parent implications associated with this report.

8. Financial Implications

8.1 The development of the Strategy is funded via an external grant.

8.2 The co-ordination of the officer working group and monitoring of delivery will be supported via existing funds within the Economy, Natural Resources and Sustainability Service.

8.3 For the majority of our EV charge points, Bridgend County Borough Council works with Cardiff Capital Region (CCR) and charge point operators to identify suitable locations to deliver new EV charge points across the County. CCR are responsible for the delivery of these charge points and for their day-to-day operation.

8.4 For the 12 current Council commissioned EV ChargePoint sites at leisure centres across the County, these were grant funded have been delivered separately to the CCR charge points using an 'Own & Operate' contract model.

8.5 Where BCBC own and operate EV chargers across its estate, some are available for public use as well as BCBC fleet and others only agreed for BCBC fleet. Public users can charge via a mobile phone app and pay 50p/kWh and BCBC fleet utilise a "card" device that logs the electricity used and this is recharged to that vehicle department. The cost is 25p/kWh. These tariffs were set a year ago and where relevant mirror the CCR charge rate. As BCBC electricity tariffs change over time these charges will be kept under review and revisions considered as appropriate.

8.6 Section 8 of the Strategy sets out a range of potential future funding options available to local authorities, private accommodation and workplaces and businesses.

9. Recommendations

It is recommended that the Committee:

9.1 Consider the draft Electric Vehicle Charging Strategy (Appendix 1) and provide comments which can be fed back to Cabinet post consultation.

9.2 Consider the draft survey questionnaire and provide comments. (Appendix 2)

Background Documents

None

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Bridgend County Borough Council

Bridgend Electric Vehicle Charging Strategy

Draft, December 2024

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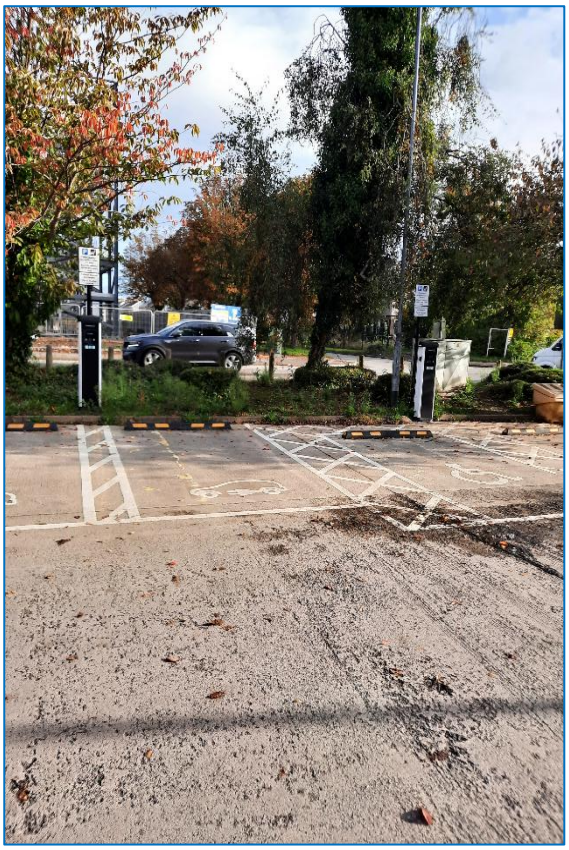
Glossary

Battery Electric Vehicle (BEV)	A vehicle powered entirely by electricity stored in batteries.
Charge Point Operator (CPO)	An entity responsible for the operation and maintenance of EV charging stations.
Department for Transport (DfT)	The UK government department responsible for transport policy and regulation.
Distribution Network Operator (DNO)	A company that operates the electricity distribution network in a specific area.
Electric Vehicle (EV)	A vehicle that uses one or more electric motors for propulsion.
Kilowatt (kW)	A unit of power equal to 1,000 watts.
Kilowatt per hour (kWh)	A unit of energy representing one kilowatt of power used for one hour.
Local Area Energy Plans (LAEP)	A strategic plan for energy infrastructure and services within a local area.
Light Goods Vehicle (LGV)	A commercial vehicle with a gross weight of 3,500 kilograms or less, such as a van or pick-up truck.
Plug-in Hybrid Electric Vehicle (PHEV)	A vehicle that can be powered by both an internal combustion engine and an electric motor, with batteries that can be recharged by plugging into an external source.
Zero Emission Vehicle (ZEV)	A vehicle that produces no tailpipe emissions.

Executive Summary

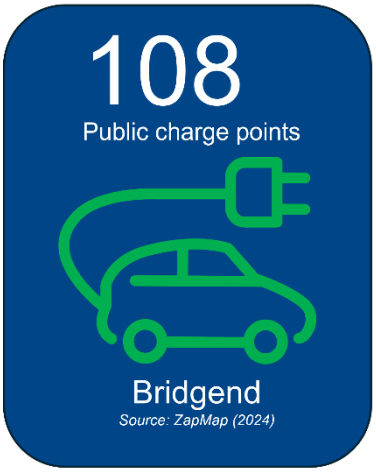
Bridgend County Borough Council declared a Climate Emergency in June 2020, committing to become a net zero carbon local authority by 2030, and targeting net zero carbon emissions across the borough by 2040. Transport remains the largest domestic sector for emissions in the UK at more than 25%, with Bridgend attributing 51% of its emissions to transport. Transitioning to cleaner road transport is crucial for the UK to meet its net zero emissions target by 2050. The recent surge in both the supply and demand for Electric Vehicles (EVs) has highlighted charging infrastructure as the primary challenge to this goal.



This draft EV Strategy has been created to facilitate a scalable shift to Zero Emission Vehicles over the 5 years to 2030, as part of Bridgend's commitment to addressing the climate emergency. This strategy aligns with the Welsh Government's Electric Vehicle Charging Strategy, which aims to ensure that by 2025, all users of electric cars and vans in Wales can access charging infrastructure when and where they need it. We are committed to consulting on this draft EV Strategy in 2025 and use the actions to support our funding applications to Welsh Government which will "turbo-boost" investment and delivery of EV infrastructure in Bridgend.

Bridgend's strategy aims to provide accessible, reliable, and inclusive EV charging infrastructure for all residents, visitors, and businesses. This ensures that everyone will have access to dependable, inclusive and affordable EV charging facilities.

This strategy includes an action plan detailing how the EV strategy will be implemented, supporting the delivery of our key objectives and the realisation of our vision. Proposed actions for each objective are categorised over the next 3-5 years.



Bridgend have been actively increasing its public EV charging network over recent years, particularly in public community spaces such as leisure facilities, and are committed to developing this network further. The County currently has 12 public chargepoints that have been commissioned by the Council, 52 that have been commissioned by the Cardiff Capital Region (CCR), alongside an additional 44 chargers that are operated independently at locations such as supermarkets.

The main focus for the next five years is delivering a public charging network aimed at residents, with the right types of chargers in the right locations.

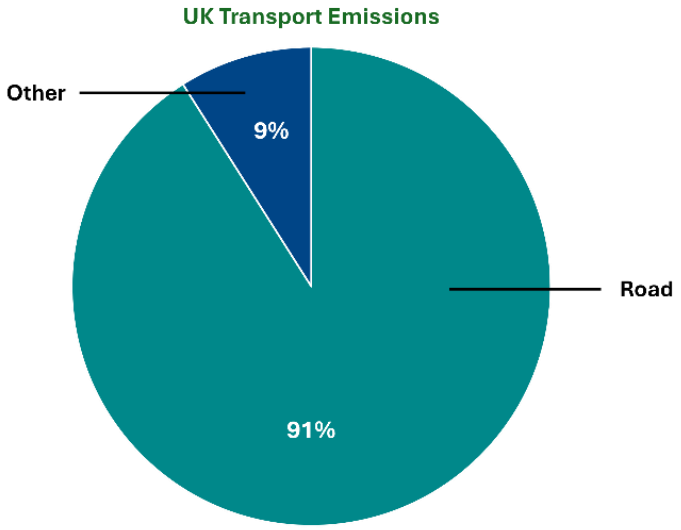
1. The purpose of this strategy

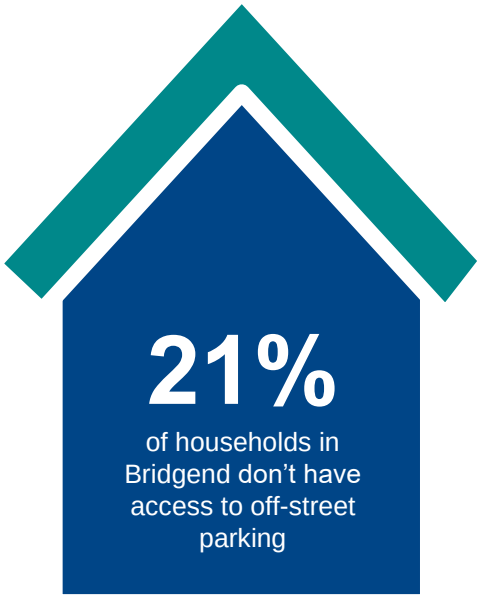
Bridgend County Borough Council is **committed** to delivering an **accessible** and **affordable** EV ChargePoint network for everyone who lives, works and visits Bridgend. This is in line with our 2030 commitment to become a net zero carbon local authority, and our 2040 commitment for net zero carbon emissions across the borough by 2040, supporting our Net Zero Carbon Strategy. This will involve enhancing the EVCI provision across the County, building on the more than 60 chargers already delivered by us and CCR.

The purpose of this strategy is to set out our vision and plans for delivering an inclusive charging network by 2030, so that we can get your feedback and secure the necessary public and private funding to meet our future needs. This includes using the actions to support our funding request to Welsh Government to “turbo-boost” delivery of EV infrastructure in Bridgend.

In the UK, transport is the largest emitting domestic sector, with road transport accounting for the majority of these emissions. In order for the UK to achieve the UK governments mandate of net zero emissions by 2050, there needs to be widespread transport Decarbonisation.

In order to support and facilitate this transition to EV and encourage EV adoption, an expansion of public EV charging infrastructure in Bridgend is required. EVs will play a crucial role in supporting transport Decarbonisation, although this is only one part of Bridgend’s and Wales’s approach to tackling transport emissions.





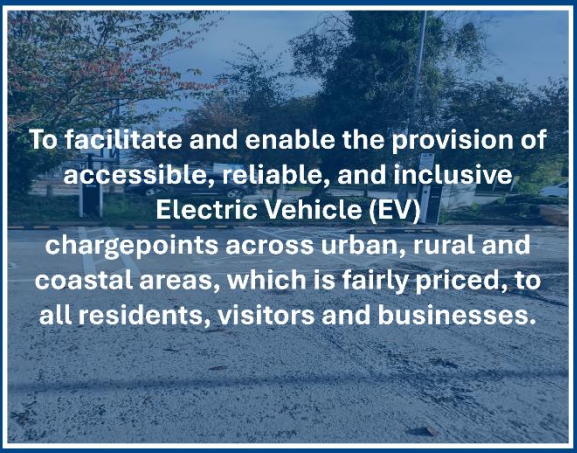
Bridgend has a large variety of housing types, with the more urban areas of Bridgend town Centre, Maesteg, Pontycymer, Ogmore Vale, alongside some areas of the coastal resort of Porthcawl, having greater proportions of dense terraced housing that typically do not have access to off street parking. The delivery of accessible and convenient public charging infrastructure is key to overcoming barriers to EV adoption and encouraging EV uptake. It is important that no household is left behind in the transition to transport Decarbonisation and that all households have equitable access to the Bridgend EV public ChargePoint network.

This Draft EV Strategy has been developed in collaboration with Bridgend County Borough Council officers, council members and key stakeholders. We will continue to update and engage with these stakeholders throughout implementation of the strategy to ensure that the needs of those who live, work and visit Bridgend are considered. The EV Strategy is underpinned by previous experience gained through the delivery of public EV chargepoints and best practice from other local authorities developing an EV Strategy.

Our vision for EV charging in Bridgend

Our strategy is built on a vision, alongside clear aims and objectives, to successfully deliver EV ChargePoint infrastructure over the next three to five years up to 2030. Our ambitions do not stop then, and Bridgend County Borough Council will review progress against the planned actions in the Strategy by 2030.

Our Vision



To facilitate and enable the provision of accessible, reliable, and inclusive Electric Vehicle (EV) chargepoints across urban, rural and coastal areas, which is fairly priced, to all residents, visitors and businesses.

Aims

1) The further development of an EV charging network
2) Fair and accessible access to chargepoints
3) An inclusive high-quality experience
4) Reduced carbon emissions
5) Working with public chargepoint operators to best benefit the residents of Bridgend

Objectives

1. Increase awareness and knowledge of EVs across the county
2. Develop a network of public chargepoints ensuring appropriate coverage of the right type of chargepoints across the county
3. Ensure the EV chargepoint network is inclusive, reliable and accessible
4. Develop an EV chargepoint network which is sustainable economically, technically and fairly priced for users
5. Facilitate a transition to EVs for both private and commercial users while encouraging walking and cycling reducing car ownership and car mode share

2. What is driving the EV transition?

Political

In order to achieve the Council's ambition to be a net zero Council by 2030.

Environmental

EVs are a crucial part of reducing the transport sectors UK greenhouse gas emissions.

Community

Reducing air pollution will benfit public health and investing in public chargepoints will support a fair transition.

Technological

Consumers have a wider choice of EVs as vehicle manufactuers ramp up production alongside a growing second hand EV market.

Regulatory

The UKs net zero target by 2050 is legally binding and the Zero Emission Vehicle Madate comes into force from 2035.

Economic impact

Local benefits range from job creation and chargepoints can help attract visitors and tourists to destinations.

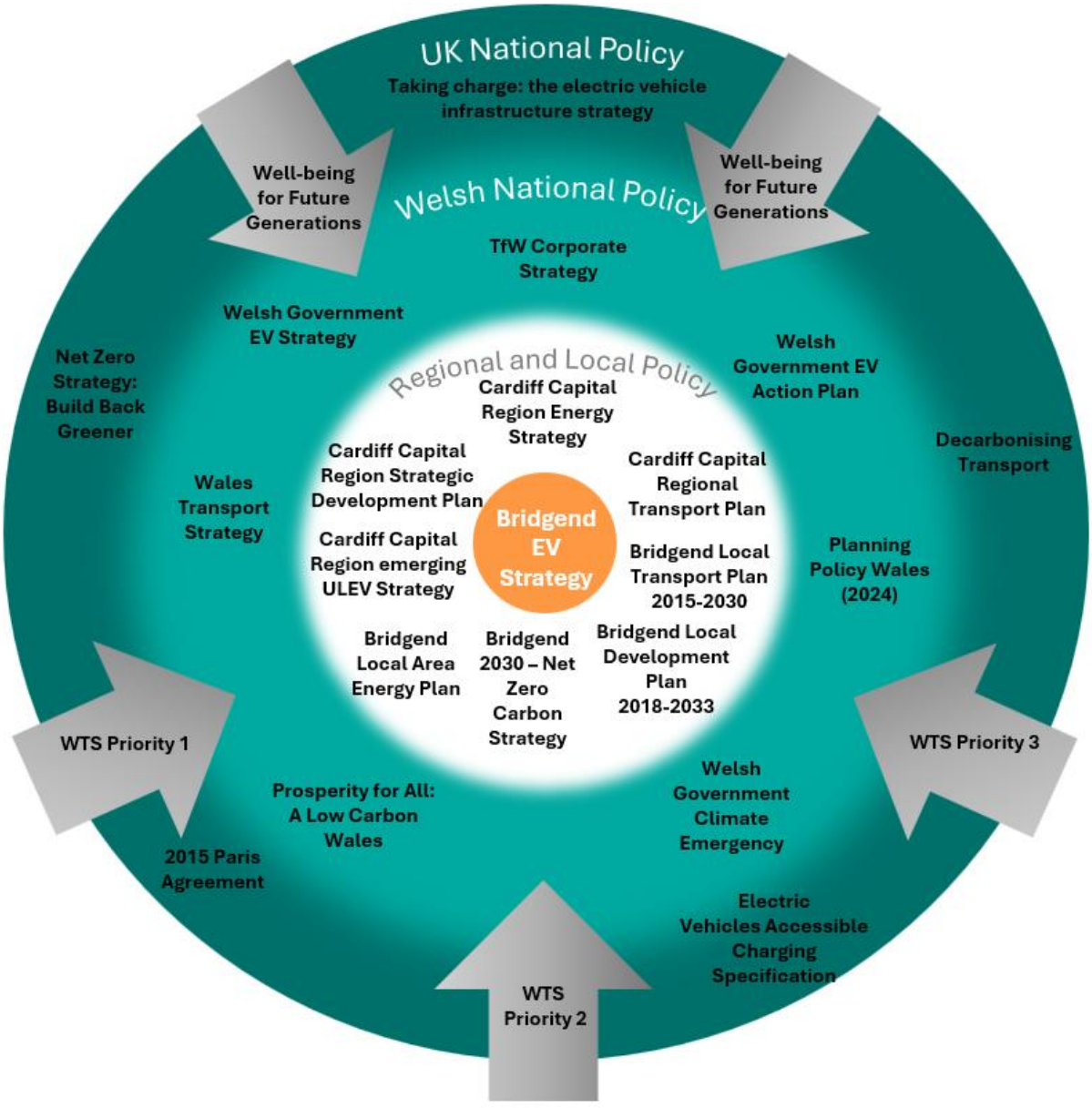
3. Where are we now?

Bridgend's draft EV strategy is building on the ambitions, commitments and progress of the UK and Welsh Governments (see Figure 1). Since 2019, local authorities across Wales have delivered over 100 EV charging projects, with commercial Charge Point Operators (CPOs) delivering many times more. This was supported by Transport for Wales's (TfW) early interventions to ensure the most rural sites on the Strategic Road Network had rapid chargers, building on the base network to ensure 50kW charging at least every 25 miles.

Across the County, we have already delivered more than 60 chargers over more than 30 sites, and there are more than 2,900 electric vehicles now registered in our area.

Policy position

Figure 1 National, Regional and Local Policy Context

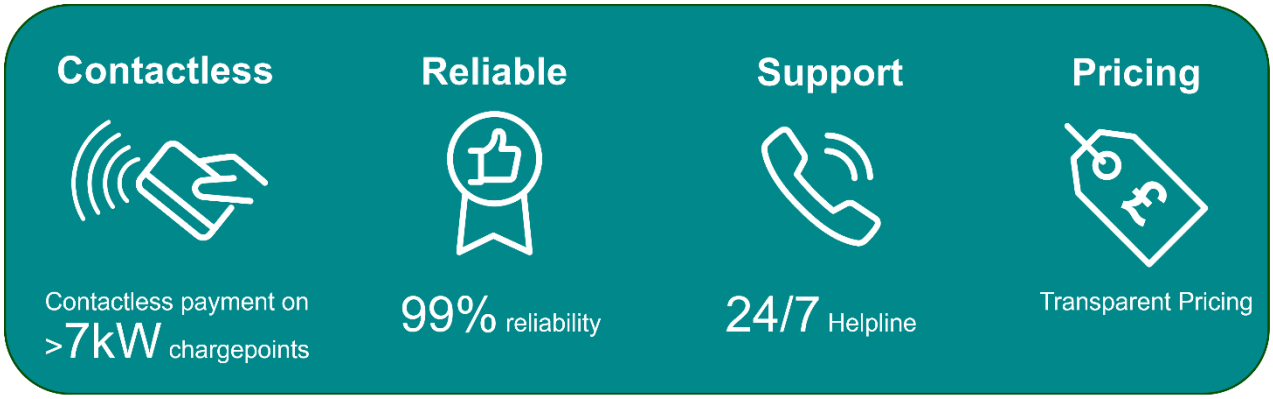


UK National Policy

The UK Government has pledged to achieve net zero emissions across all transport modes by 2050, as detailed in the documents 'Decarbonizing Transport: A Better Greener Britain' and 'Powering up Britain'.

The 'Taking Charge' plan outlines a national strategy for implementing EV ChargePoint infrastructure. The goal is to eliminate barriers to EV adoption by making chargepoints more affordable and convenient, ensuring that everyone can easily find and access reliable public chargepoints with both on-street and off-street options. In September 2023, the UK Government announced that new petrol and diesel cars and vans can continue to be sold until 2035, extending the previous deadline which required all new car and vans to be zero emission at the tailpipe by 2030.

The 'Public Chargepoint Regulations' introduced in 2023 aim to enhance the EV user experience by setting standards for contactless payment. These include:



Welsh Government Policy

Welsh Government declared a climate emergency in 2019 and have committed to delivery of Wales's target of net zero by 2050. Wales's EV strategy followed from UK government guidance, with a host of other policy documents that support or relate to this EV strategy as demonstrated in Figure 1.

Welsh Government published an Electric Vehicle Charging Strategy in 2022, which sets out an objective that ***'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'***

The Welsh Government position on EV charging is synonymous with Central Government messaging and policy around the topic, with a targeted transition to EV being central to transport Decarbonisation, removing charging infrastructure as a perceived and real barrier to EV adoption.

Local Policy

Both Cardiff Capital Region and Bridgend County Borough Council's existing policies have net-zero ambitions and sustainability embedded within them, which will support the emerging Bridgend EV strategy. CCR's emerging ULEV Strategy seeks to reduce emissions and improve charging infrastructure, with a reduction in road transport emissions of 60% by 2035 across the region targeted as part of the CCR Energy Strategy.

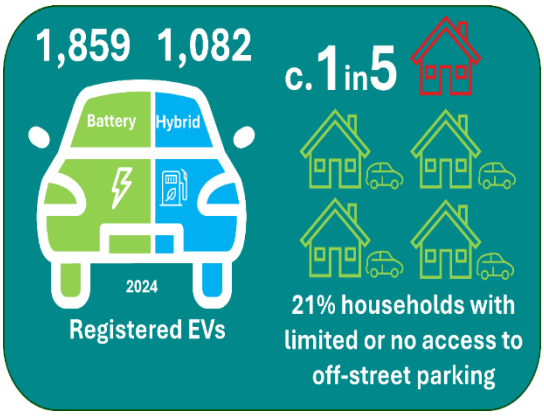
The Corporate Joint Committee (CJC)se has been actively involved in advancing the Strategic Development Plan (SDP), which is currently at the delivery agreement stage, and the Regional Transport Plan (RTP), which is out for consultation.

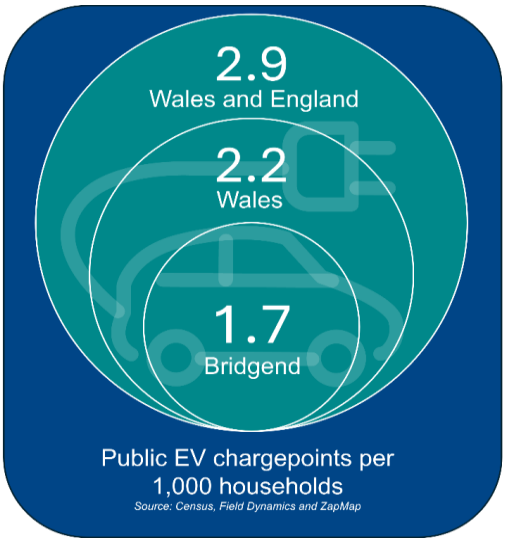
Further information on relevant policy from the UK Government, Welsh Government and Bridgend County Borough Council is outlined in Appendix A.

Current progress

To date, public EV charging deployment that has been led by Bridgend County Borough Council has been focused on public places such as council owned car parks in leisure centers and facilities. This has created 12 EV chargepoints across these locations. There are also 52 chargepoints that have been installed by CCR at a number of Council car parks and on-street locations.

Chargepoints are also available at a variety of private premises such as the supermarkets in Bridgend and Maesteg. These provide a combined total of 108 public EV chargepoints across Bridgend at present.

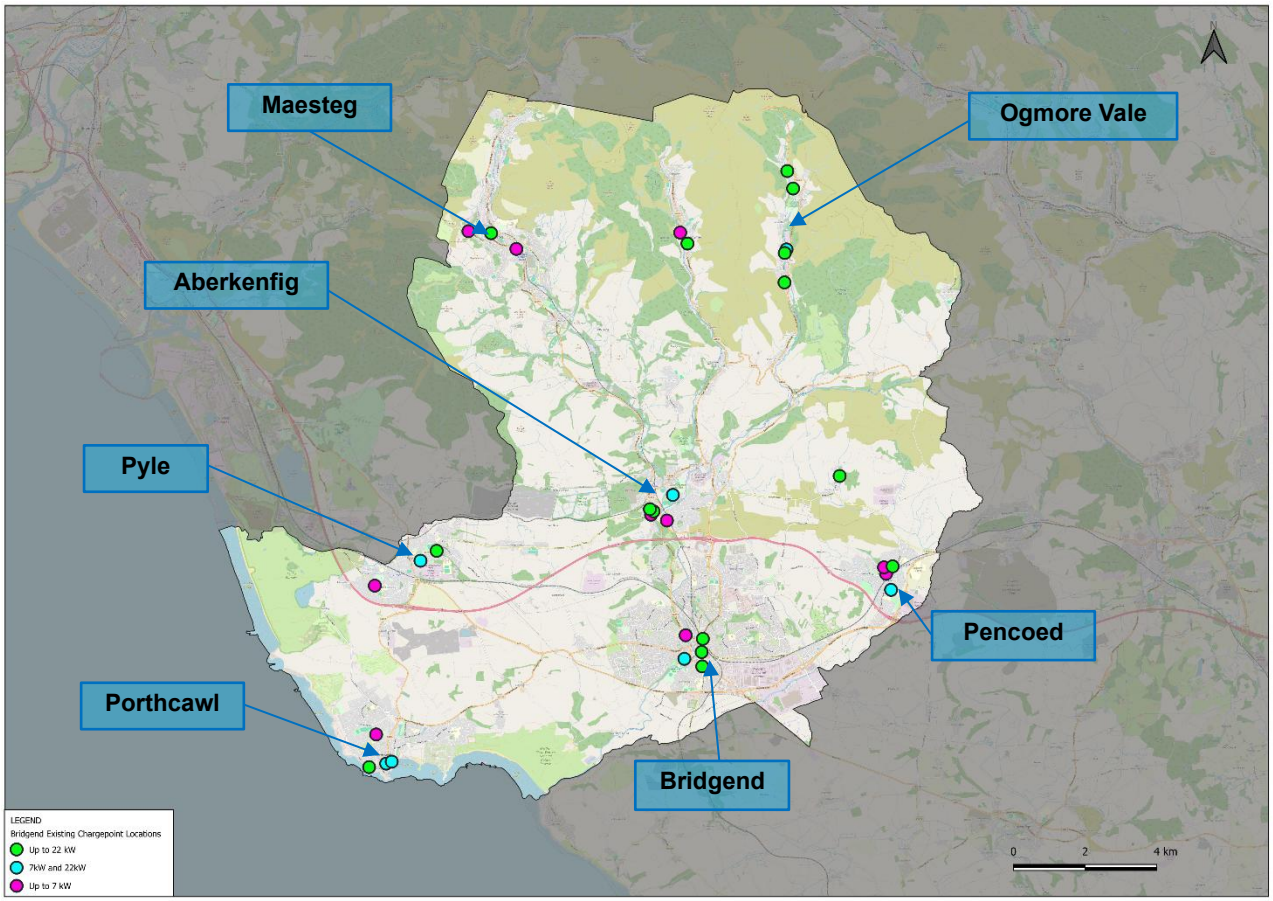




Existing infrastructure, which includes two chargepoints at each of the 6 sites mapped in Figure 2, has been commissioned by Bridgend County Borough Council and are operated by a private operator on our behalf. All current chargepoints are slow to fast chargers that deliver up to 7kW only, 7kW and 22kW depending on the socket used and to 22kW.

Figure 7 in Section 6 provides further information on the types of charging speeds currently available and the potential scenarios best suited to each speed.

Figure 2 Map of Bridgend's Existing Council Commissioned EV Chargepoints

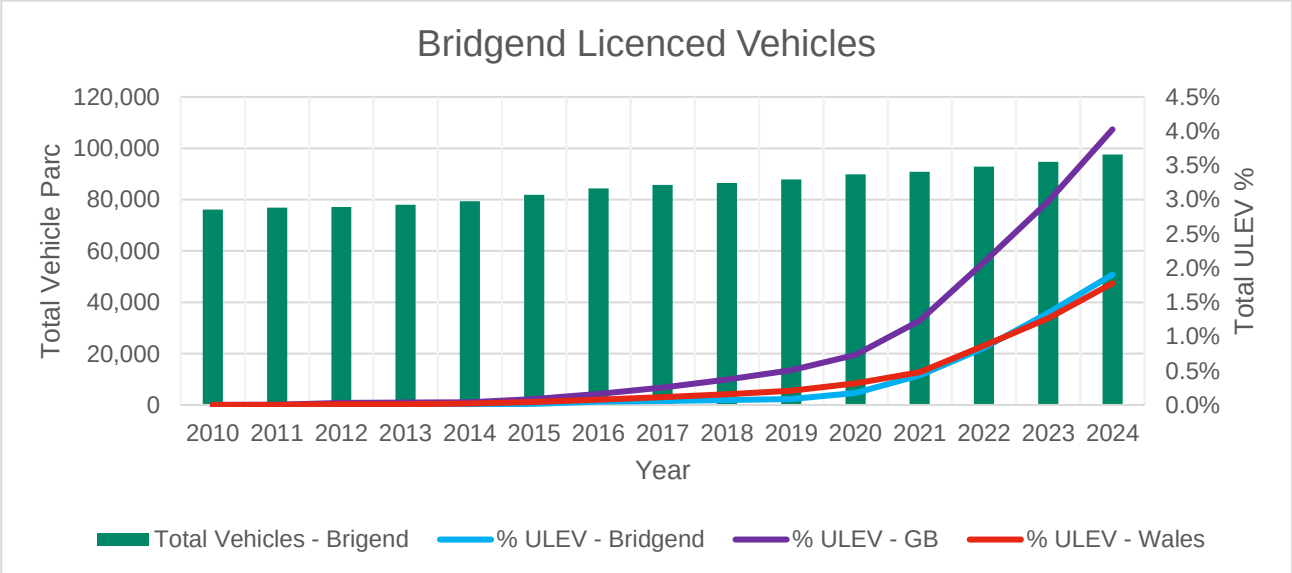


The coverage these Council commissioned chargepoints provide across the County is equivalent to 26% of the population within a 5-minute walk as shown in Figure 3. The chargepoints at Maesteg Row, 2 Heol Llan and Tremains Road Car Park in Bridgend currently serve the greatest number of households, with approximately 1000, 880 and 870 households within a 5-minute walk of each respectively.

Figure 3 Current extent of ChargePoint coverage within a 5-minute walk across Bridgend

Understanding how the current ChargePoint provision reflects the overall percentage of EVs as a proportion of all vehicle types is also a key consideration. Using registered vehicles across the County, Figure 4 shows an increase in BEVs/PHEVs as a proportion of the overall number of registered vehicles in Bridgend, as well as the Welsh National and Great Britain trends, since 2010. Bridgend is currently falling behind in EV uptake compared to trends across the whole of Great Britain.

Figure 4 Number of registered EVs in Bridgend compared to Great Britain and Wales (correct to the time of writing)



To ensure the number of EVs continue to grow and does not plateau, it is vital there is an equitable network of public EV chargepoints across the Bridgend area which serve the needs of all of those who live, work in, travel through and visit Bridgend.

The role of the Council

Bridgend County Borough Council will play a crucial role in helping our residents, businesses, and visitors make more sustainable travel choices by providing new infrastructure such as additional EV chargepoints. In 2020, we declared a climate emergency, and as part of our response, we are taking steps to reduce transport-related carbon emissions from our services.

As a Council, we must thoughtfully consider the social, financial, and technical aspects and implications of EV charging infrastructure. Numerous stakeholders will play a role in the transition to EVs, and we aim to ensure our actions are supportive and well-coordinated to achieve the best outcomes for the County.

We will carefully select locations for EV chargers, taking into account placemaking principles to avoid street clutter and minimise the impact on heritage assets like listed buildings and conservation areas. This will ensure that our installations enhance the community's environment without detracting from its historical and visual appeal. Engaging with the Local Planning Authority (LPA) early in the process will help us navigate planning permissions and align with local development plans.

Councils are not energy providers and generally lack dedicated budgets for EV charging infrastructure. Therefore, our role is to facilitate the deployment of slow, fast, rapid, and ultra-rapid chargepoints across the County through partnerships with the private sector and government-funded initiatives designed to kickstart the efforts of Councils, businesses, and residents.

This approach will involve direct collaboration with ChargePoint operators and other local landowners to identify and establish practical, accessible sites and affordable solutions that can deliver high-quality, reliable charging options for the future.

The role of the Council is summarised as being to:

- **Promote Equity**: Provide charging infrastructure in underserved and rural areas to ensure all communities have access to EV charging, promoting a fair transition to EVs.
- **Support Local Businesses**: Install charging points in commercial areas to attract EV drivers, boosting local businesses and encouraging economic growth.
- **Leverage Public Assets**: Utilise council-owned properties, such as car parks and public buildings, to host charging stations, optimising the use of existing resources.
- **Encourage Private Investment**: Create a favourable environment for private sector investment in EV infrastructure by demonstrating the council’s commitment and providing initial support.

4. Where are we going?

The number of EVs in Bridgend and Wales is expected to continue to rise. This will be accelerated by the UK Government ban on the sale of new petrol and diesel vehicles in 2035, with almost all vehicles forecast to be fully electric by 2050.

We have used a best practice EV uptake forecast methodology to develop our aspirations for EV ChargePoint growth in Bridgend based on a "medium" uptake scenario to best meet our vision for public EV charging. This will require a total of 332 chargepoints by 2030 to meet the "medium" scenario EV uptake demand (see Figure 6). This equates to an additional 224 public EV chargepoints that will be needed by 2030.

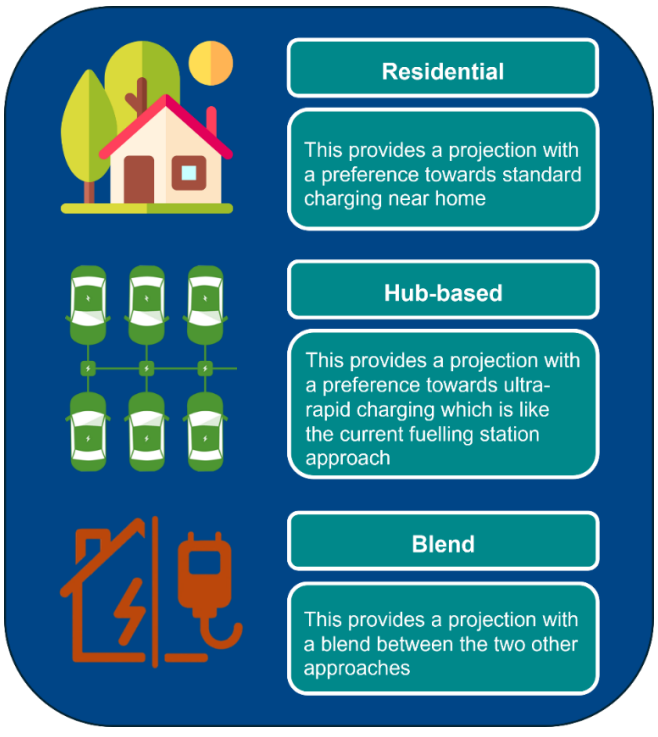
Modelling has been carried out using a best practice EV uptake forecast tool[1], to forecast the future number of EVs in the Bridgend area. As with any projection methodology these forecasts should be taken as indicative estimates which will need to be revisited and updated as and when new information becomes available.

The EV uptake scenarios define the proportion of new vehicle sales each year which are EV. Three scenarios are represented by the tool and are represented as slow, medium or fast electrification of the vehicle parc (e.g. all vehicles on the road). Further detail regarding the forecast uptake methodology can be found in Appendix B.

Utilising DfT vehicle registration and licensing data target points have been added to allow an adoption curve to be constructed from the historic data to the target. These target points are taken from existing policy positions:

- Low: low EV sales up to 80% of all sales by 2030 (70% for commercial vehicles)
- Medium: 2035 ban – 100% of new car and LGV sales are BEV by 2035
- Fast: 2030 ban – 100% of sales are EV by 2030, and 100% BEV by 2035

The forecasts also consider three EVI Strategy approaches:



[1] The National EV Insight & Support (NEVIS) tool. See Appendix B for further information.

Of the three approaches the “medium[2]” approach is being considered by Bridgend as this approach meets our aspirations and vision for public EV ChargePoint infrastructure in the area. Details outlining the forecast number of EV vehicles and the expected number of EV chargepoints under the “low” and “fast” uptake scenarios are outlined in Appendix C. The forecasts for the expected vehicle types and associated number of chargepoints required in Bridgend up to 2050 are shown in the figures below. These identify that an additional 18,575 EV vehicles are forecast within Bridgend by 2030, 39,572 by 2035 and 79,377 by 2050. These will require an additional 224 public chargepoints by 2030, 476 by 2035 and 872 by 2050 to serve this increase from current levels.

Figure 5 Forecast Vehicle Types Across Bridgend by 2050

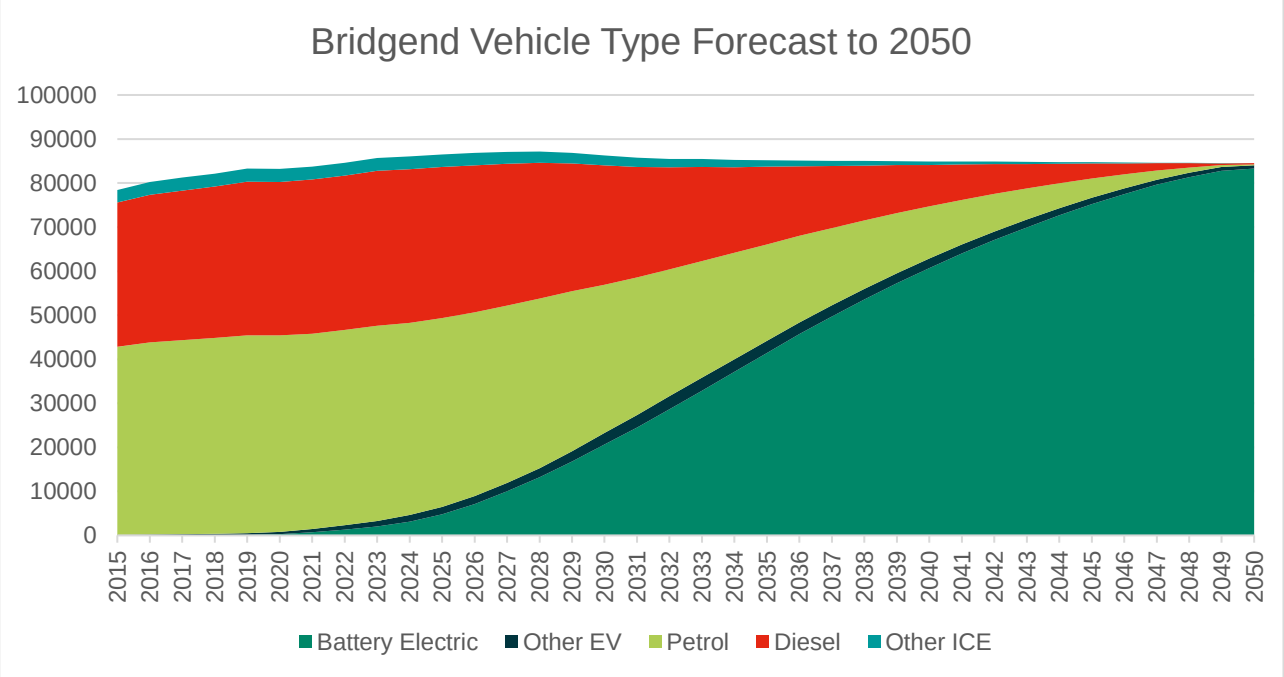
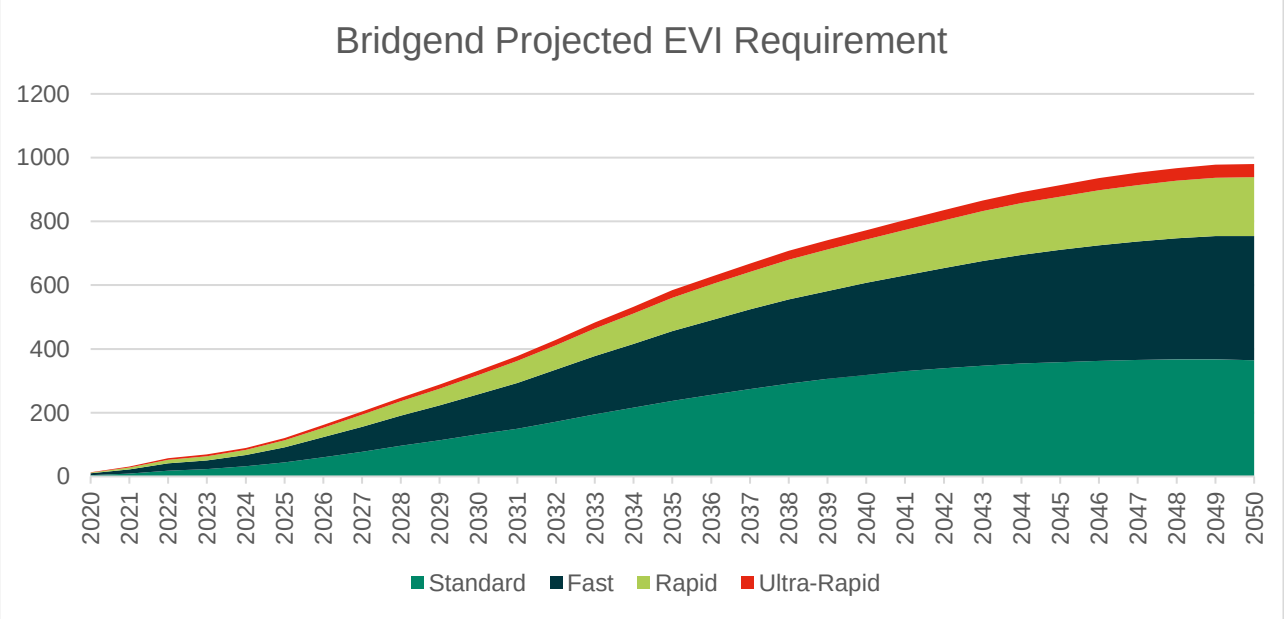


Figure 6 Forecast Required Chargepoints Across Bridgend by 2050



[2] The medium scenario corresponds to the 2035 phase-out of non-EVs

5. What are the drivers and barriers to EV uptake?

Drivers

Environmental Benefits

As a driver, knowing that switching to an EV helps reduce emissions and improve air quality can be a strong motivator. It's a way to contribute to a cleaner environment.

Cost Savings

Over time, EVs can be cheaper to run than petrol or diesel cars due to lower fuel and maintenance costs. Government incentives and grants can also make the initial purchase more affordable.

Technology and Performance

Modern EVs offer impressive performance, with quick acceleration and a quiet, smooth ride. The latest models also come with advanced technology features that can enhance the driving experience.

Barriers

Availability of Charging Infrastructure

As a driver, the availability of charging points is crucial. The high demand for on-street parking and issues with grid capacity limiting the number of charging stations can be a significant barrier.

Range Anxiety

The fear of running out of battery before reaching a charging point can be a major concern. This is especially true for longer journeys or in areas with fewer charging stations.

Upfront Costs

The initial cost of purchasing an EV can be higher than that of a traditional vehicle. Even with potential savings on fuel and maintenance, the upfront expense can be a deterrent for drivers.

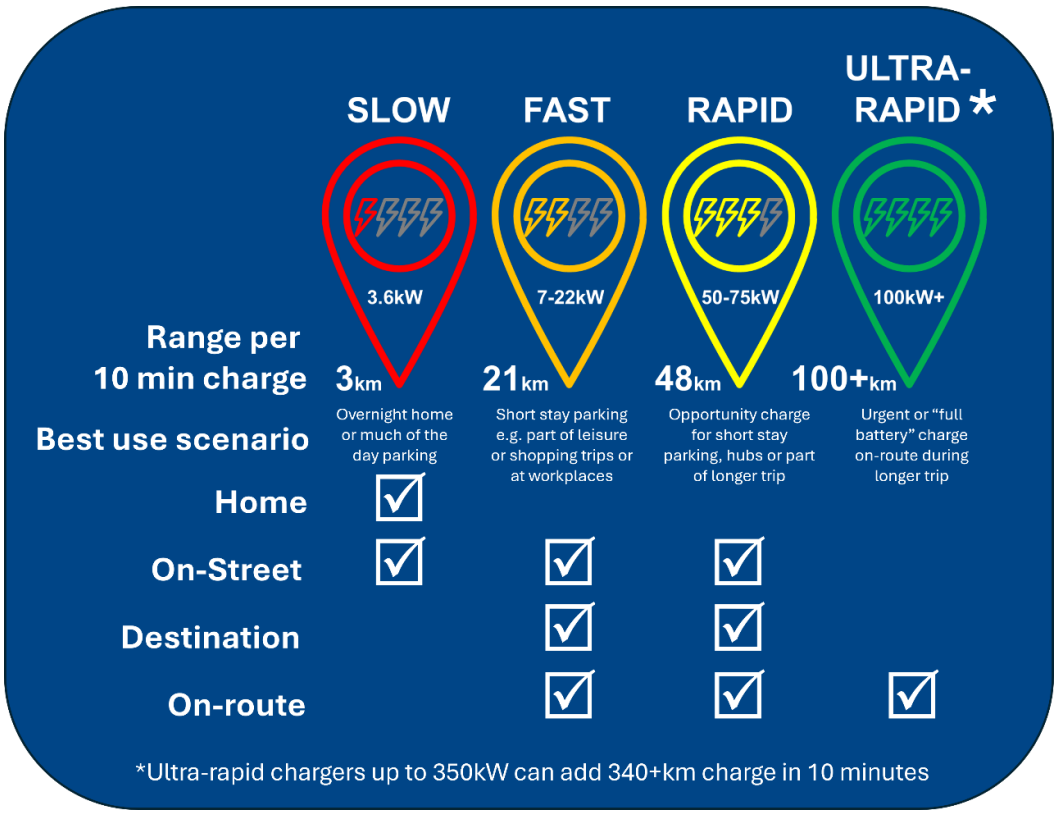
6. What are our ChargePoint options?

How should ChargePoint speeds be decided?

A number of ChargePoint speeds are possible to install at potential future ChargePoint sites as shown in Figure 7. These range from “slow” (3-7kW) to “ultra-rapid” (>100kW). The type of ChargePoint needed depends on the location. At homes or workplaces, where people spend longer periods, slower chargepoints are ideal. Conversely, rapid and ultra-rapid chargepoints are more suitable for destinations or on-route charging, such as motorway services or visitor hotspots including beach resorts like Porthcawl, alongside parks. Faster chargepoints generally require more space, are more expensive to install and use, and place a higher demand on the power grid. In rural areas, limited grid capacity can pose significant challenges and additional costs for installations. Therefore, having a mix of chargepoints in an area is beneficial to meet various user needs and site constraints.

The provision of charging infrastructure for LGVs will also be considered. For example, opportunities for fast and rapid chargepoints in business parks and commercial areas to serve as opportunity chargepoints will be considered, alongside ensuring slow chargers are available in residential areas that are able to accommodate van users.

Figure 7 Chargepoint Speed Options



In Bridgend, groups of people likely to be partly or fully reliant on public chargepoints or alternatives include:

- **Residents in urban areas** who don’t have access to off-street parking or park in nearby car parks, including those living in terraced homes and flats.
- **Visitors and tourists** who do not have access to a ChargePoint at their accommodation, especially those on longer journeys exploring the scenic landscapes.
- **Tenants in rented accommodation or developments** with communal car parks, where the property owner or manager has not installed chargepoints.
- **Travelers** on longer routes who need to ‘top up’ mid-journey, particularly at popular tourist destinations and service areas.

Given Bridgend's diverse community and the importance of tourism, having a variety of chargepoints is crucial. This approach ensures that the needs of both residents and visitors are met, while also addressing the challenges posed by rural grid capacity constraints.

What types of chargers are being developed?

Whilst EV charging technology for private driveways and car parks is well developed, on-street solutions are currently at an earlier stage of development. Across the market there is a range of upcoming ChargePoint innovations being trialed and piloted, predominantly for use in on-street settings. Bridgend will monitor the development of these technologies and trials to understand which solutions would be most appropriate to the County.

Wireless Charging

Wireless EV charging uses inductive charging technology to recharge the vehicle battery without the need for physical cables. The innovative technology is still being researched, tested and developed through a small number of pilots and trials globally. The technology is not currently commercially or technically ready.

Advantages

✓ No street clutter and trip free way to run cables across pavements, reducing the risk of accidents

✓ EV owners are able to charge at home on their own energy supply, utilising cheaper tariffs

✓ Easy installation

Disadvantages

× Vehicles will need to be retrofitted

× Low technology readiness level

× High cost of installation and maintenance

Cable Gully Charging

Cable gully provides a solution to households who do not access to off-street parking. Cable gullies are channels installed in the pavement that provide a discreet and safe way to extend charging cables from homes to the roadside. Installation does not require heavy machinery and can be done by LAs.

Advantages

✓ No street clutter and trip free way to run cables across pavements, reducing the risk of accidents

✓ EV owners are able to charge at home on their own energy supply, utilising cheaper tariffs

✓ Easy installation

Disadvantages

× Can be expensive, especially if extensive groundwork is required

× New form of infrastructure requirements for LAs to update local policy planning and process

× Limited use for flats and multioccupancy residential buildings

Pop-up Pavement Charging

Pop-up EV chargerpoints posts offer a solution to households who do not have off-street parking. They remain hidden in the pavement when not in use, keeping footways clear. Currently, they are mostly available in trial phases in select cities.

Advantages

✓ Minimised street clutter by promoting space efficiency due to being able to retract into ground when not in use

✓ They can be installed in clusters, allowing for multiple chargers in one area with extensive infrastructure changes

✓ Improved safety as they are flush in the pavement when not in use

Disadvantages

× Initial high installation costs especially if groundwork is required

× Installation can be complex due to groundworks

× Not widely available, mostly in trial phases

Lamppost Charging

Lamppost charging, including the retrofitting of existing lampposts, provides a solution to households who do not access to off-street parking. New lampposts with integrated chargers or existing lampposts with a chargepoint fitted retrospectively can provide a new charging option without requiring additional street furniture. The installation does not require footways to be dug up and can charge up to 7.36kW.

Advantages

✓ No additional street clutter and trip free way to run cables across pavements, reducing the risk of accidents

✓ EV owners are able to charge at home on their own energy supply, utilising cheaper tariffs

✓ Easy installation

Disadvantages

× Can be expensive, especially if extensive groundwork is required

× New form of infrastructure requirements for LAs to update local policy planning and process

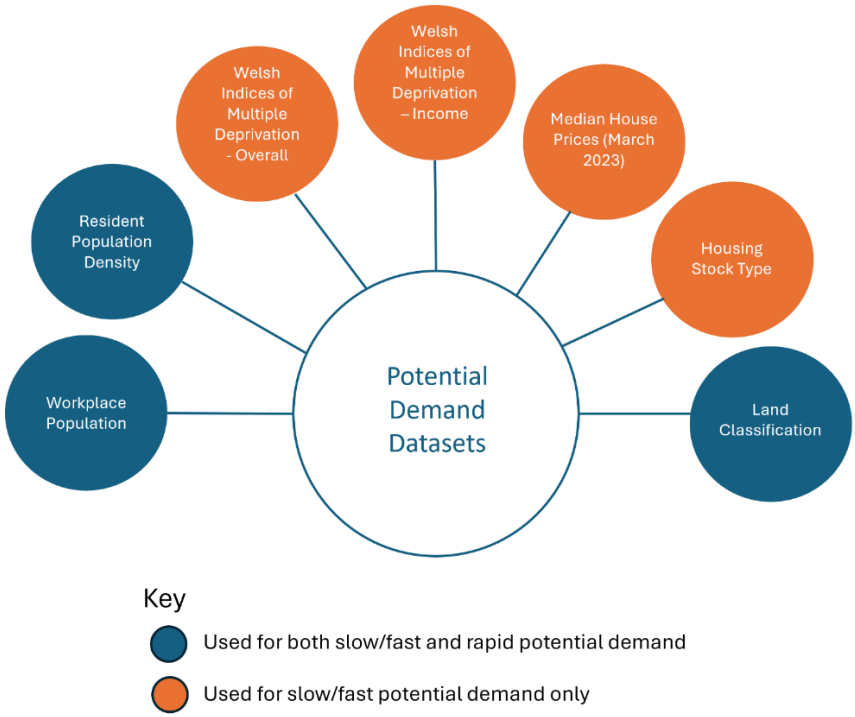
× Limited use for flats and multioccupancy residential buildings

7. Where will we need chargepoints by 2030?

To date, ChargePoint rollout undertaken by the Council has been undertaken based on identifying suitable Council owned car parks in leisure-based settings which provide suitable locations for fast chargers. The rollout of CCR chargers has similarly identified suitable Council owned car parks, as well as some on-street locations, to deliver a mixture of slow/fast chargers across the County. To deliver the future forecasted number of chargers that will be required in Bridgend by 2030 (as identified in Section 4), it is important to consider where and when they are needed across the whole County, including in on-street settings, using a more evidenced spatial approach. A demand led approach has therefore been used to determine particular areas within Bridgend which are likely to require the largest share of the expected number of chargepoints.

Using a demand led approach to identifying the need for chargepoints

To develop a proactive EV ChargePoint deployment strategy, we have evaluated the underlying potential demand for EV charging infrastructure across Bridgend. Several different indicators have been used to support this analysis including:



These indicators have been adapted based on charging speed. The demand potential for rapid chargers focuses on urban retail and manufacturing areas within the land classification indicator, excluding factors like housing stock type, deprivation, and house prices. Conversely, slow/fast charging demand focusses on residential and employment type areas. In both scenarios, areas with higher resident and workplace populations have been rated as having a greater potential for ChargePoint demand. However, only slow/fast charging has taken higher percentages of flats or terraced housing within the housing stock indicator, alongside lower levels of deprivation and higher house prices, to indicate a greater potential demand for chargepoints. Further detail regarding the appraisal process is included in Appendix D. The results of this analysis have been visualised using “hexcell” based GIS data analysis to estimate the underlying demand for:

- Slow/Fast charging focusing on charging needs of residents without access to a driveway to charge their vehicles at home, alongside employees with extended periods at one location; and
- Rapid charging at points of interest, for fast top-up charging by residents, visitors and customers.

As locations are identified, it may be necessary to adopt a mixture of charging point speed to factor for a variety of charging purposes. For example, if a mobility hub type facility consisting of features such as EV

charging bays, cycle storage and public transport connections is considered at a strategic site, both slow and rapid chargers will be considered. Slow chargers will serve employees commuting into an area of employment, whilst rapid chargers will better serve shorter stay visitors travelling for leisure or personal business. It is also worth considering "passive" provision[3] of infrastructure to support quick installation of future connections as demand grows.

Demand for Slow/Fast (7-22kW) EV chargepoints

The highest potential for on-street slow/fast chargepoints are in locations where there is high population density alongside lower access to off-street parking. Slow/Fast charging demand is currently solely met by 22 kW EV chargepoints that have been commissioned by Bridgend County Borough Council. As of November 2024, there are currently 6 Council and 26 CCR commissioned locations in Bridgend with slow/fast chargers. These are listed in Table 1:

Table 1 The 30 Current Council Commissioned Slow and Fast Chargers in Bridgend

Current Council Commissioned Slow & Fast EV Chargepoints	
Garw Valley Leisure Centre (Up to 7kW)	Five Bells Car Park, Bridgend Centre (Up to 22kW)
Ogmore Valley Life Centre (7kW and 22kW)	Station Yard Car Park, off Commercial Street, Ogmore Vale (Up to 22kW)
Pencoed Swimming Pool (7kW and 22kW)	Dinam Street, car Park, Nant y Moel (Up to 22kW)
Pyle Swimming Pool (7kW and 22kW)	Former Railway Yard, Commercial Street, Nant y Moel (Up to 22kW)
Ynysawdre Swimming Pool (7kW and 22kW)	Oxford Street, Car Park, Pontycymer (Up to 22kW)
Bridgend Bowls Club car park (7kW and 22kW)	Hope Street, Car Park, Aberkenfig (Up to 22kW)
Brackla Street Surface (Up to 22kW)	High Street, Car Park, Heol y Cyw (Up to 22kW)
Tremains Road Car Park (Up to 22kW)	Penprysg Car park, Pencoed (Up to 22kW)
Tondu Road Car Park (Up to 7kW)	Pisgah Street (off Park Street behind Heath Bridge Surgery), Kenfig Hill (Up to 22kW)
Sarn Station Park & Ride (Up to 7kW)	Heol y Llyfrau car Park, Aberkenfig (Up to 22kW)
Maesteg Multi-Story Car Park (Up to 22kW)	Maesteg Row, Maesteg (Up to 7kW)
Neath Road (Up to 7kW)	119 Bridgend Road, Aberkenfig (Up to 7kW)
Pencoed Railway Station Park & Ride Car Park (Up to 7kW)	2 Heol Llan, North Cornelly (Up to 7kW)
Porthcawl Seafront-on Street (Up to 22kW)	25 Green Valley, Pencoed (Up to 7kW)
Hillsboro Place Car Park, Porthcawl (7kW and 22kW)	5 Suffolk Close, Porthcawl (Up to 7kW)
Eastern Promenade, Porthcawl (7kW and 22kW)	Park Avenue Car Park, Ogmore Vale (Up to 22kW)

These, alongside the expected relative demand for slow/fast EV chargepoints by 2030, with a focus on on-street charging, are mapped in Figure 8. Highest potential demand is represented by the darkest areas and lowest by the lightest areas respectively. Figure 8 identifies that the south of the County currently has the greatest demand for an enhanced number of EV chargepoints up to 2030.

[3] Passive provision is when the necessary underlying infrastructure (e.g. cabling to parking spaces) is in place to ensure simple installation and activation of a charging point at a future date.

Figure 8 Potential Demand for Slow/Fast Chargepoints by 2030

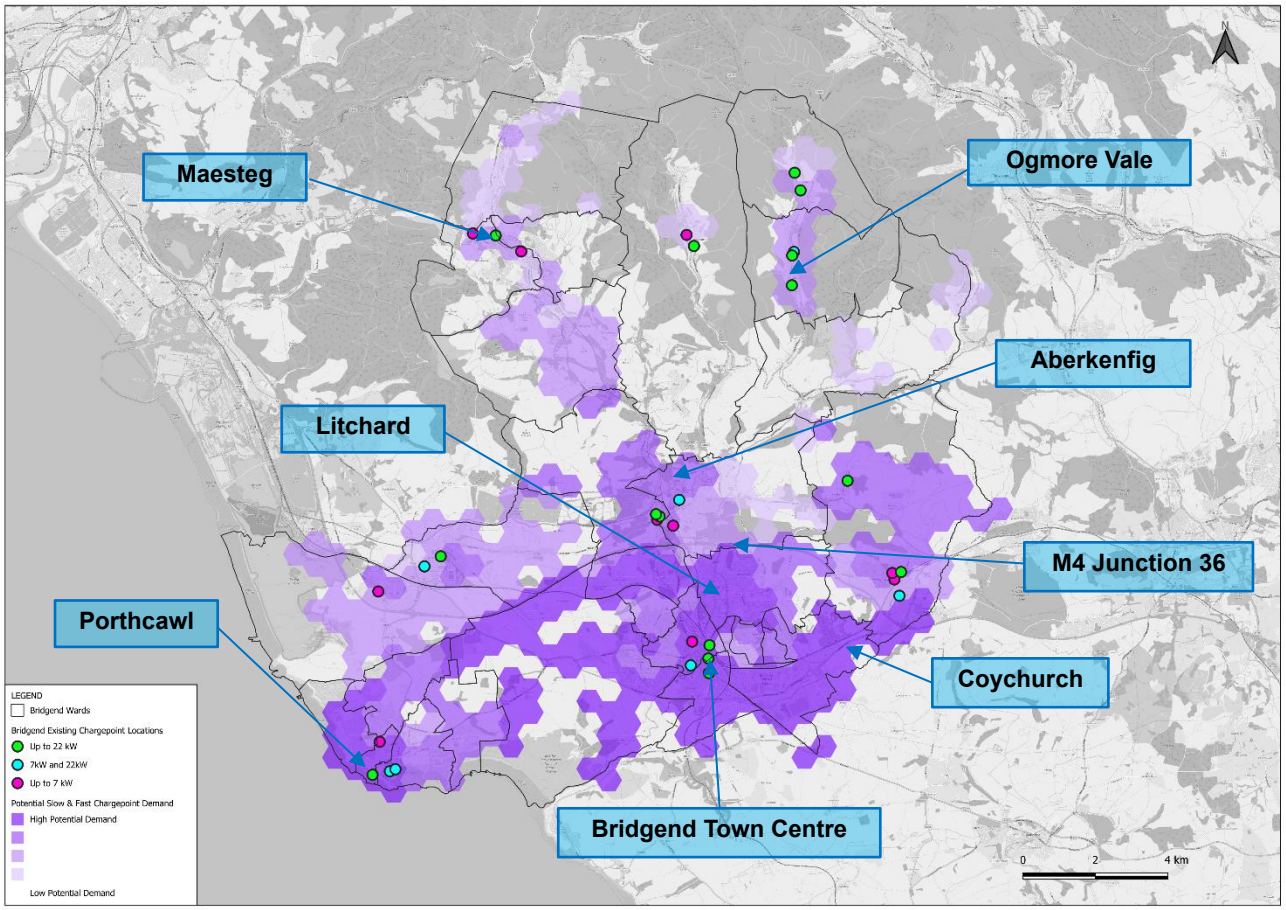


Table 2 further identifies a number of wards that have the greatest potential demand and key places and point of interest contained within them. These places will therefore be prioritised when identifying new EV chargepoints going forward. Consideration will also be given to valley communities such as Maesteg and Ogmore Vale where suitable locations can be identified, as these locations are shown to have a medium level of demand potential.

Table 2 Highest Priority Wards for Slow/Fast Chargepoints by 2030

Ward	Key Locations	Points of Interest
Brackla East and Coychurch Lower and Brackla West	• Brackla	
Coity Higher	• Coity • Litchard • Coychurch • Bridgend Industrial Estate	• Princess of Wales Hospital • Castell Coity • Bridgend Designer Outlet (Supermarket and Hotel)
Bryntirion, Laleston and Merthyr Mawr	• Broadlands • Laleston • Merthyr Mawr	
Bridgend Central	• Town Centre • Ystrad Fawr • Brynhyfryd • Newcastle • Wild Mill	• Bridgend and Wild Mill station • Bridgend Bowls Club
Porthcawl (East & West Central, Nottage and Rest Bay)	• Town Centre	• Rest Bay • Sandy Bay • Trecco Bay • Coney Beach Pleasure Park

		• Royal Porthcawl Golf Club
Oldcastle	• Oldcastle • Whiterock	
Pen-y-Fai	• Pen-y-Fai	• Glanrhyd Hospital
Pencoed and Penprysg	• Pencoed	• Pencoed Station • Pencoed Business Park • Bocam Park
Aberkenfig	• Aberkenfig	• Sarn Station (Park and Ride) • Parc Slip Visitor Centre and Café • Tondu Enterprise Centre

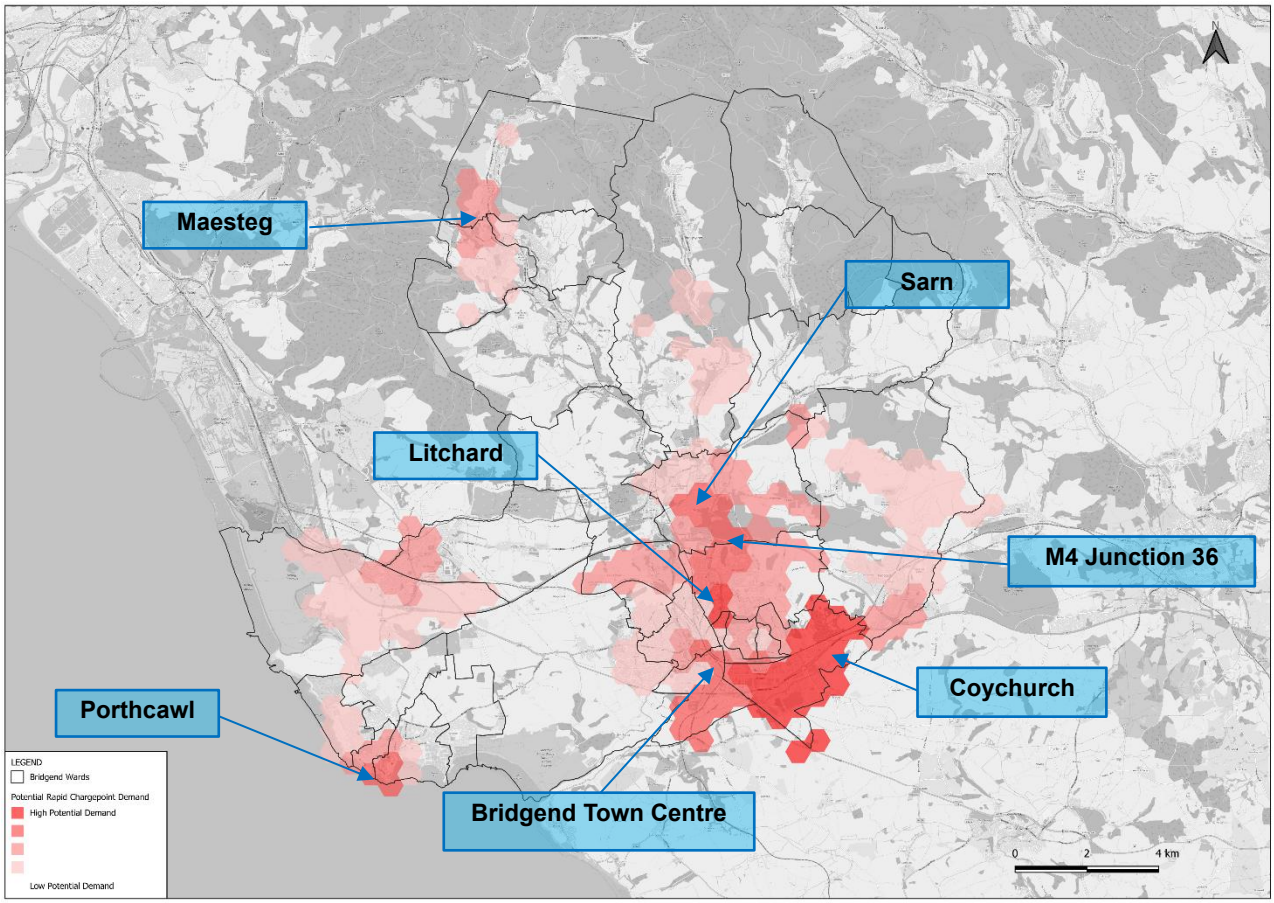
Note: Existing Council commissioned EV ChargePoint locations are highlighted in red.

Rapid (50-100kW) EV ChargePoint relative demand

Furthermore, key locations for potential rapid or ultra-rapid chargepoints have been identified, considering both the key destinations across Bridgend (i.e., locations with higher dwell time) and the availability of space to locate rapid chargepoints (either standalone or as a hub). These locations include high opportunity areas (e.g. retail, high-street, car parks, industrial areas and tourist locations). These chargepoints will help meet the need of residents for top-up charging, as well as that of visitors, small businesses, taxi and PHV drivers travelling into the borough.

Bridgend currently has no rapid chargers that have been commissioned by the Council or CCR. A number of third-party operators do however operate such chargers across the County. We are therefore looking to begin developing our own rapid network of chargers at key locations that have been identified in the heat demand map in Figure 9. Highest potential demand is represented by the darkest areas and lowest by the lightest areas respectively. Figure 9 identifies that the wards closest to Bridgend town centre have the greatest potential demand for rapid chargepoints, alongside the area surrounding Junction 36 for the designer outlet and Sarn Park service station. Notably, wards containing Porthcawl town centre, Cornelly and Maesteg town centre are also identified as having a potential demand for rapid chargepoints.

Figure 9 Potential Demand for Rapid Chargepoints by 2030



In addition to those highlighted in Figure 9, some further wards for rapid ChargePoint consideration are identified in Table 3, alongside some potential key locations and points of interest for consideration.

Table 3 Highest Priority Wards for Rapid Chargepoints by 2030

Ward	Key Locations	Points of Interest
Brackla East and Coychurch Lower and Brackla East Central	• Brackla	
Coity Higher	• Coity • Litchard • Coychurch	• Bridgend Industrial Estate • Princess of Wales Hospital • Castell Coity • Bridgend Designer Outlet (Supermarket and Hotel)
Oldcastle	• Oldcastle • Whiterock	
Bridgend Central	• Ystrad Fawr • Brynhyfryd • Newcastle • Wild Mill • Town Centre	• Bridgend Bowls Club
Porthcawl (East & West Central)	• Town Centre	• Coney Beach Pleasure Park • Sandy Bay • Trecco Bay
St. Bride's Minor and Ynysawdre	• Sarn • Brynmenyn	• Tondu Iron Park • Bridgend Designer Outlet (Stores) • Welcome Break Sarn Park Services M4 • Ynysawdre Swimming Pool • Sarn Station Park and Ride

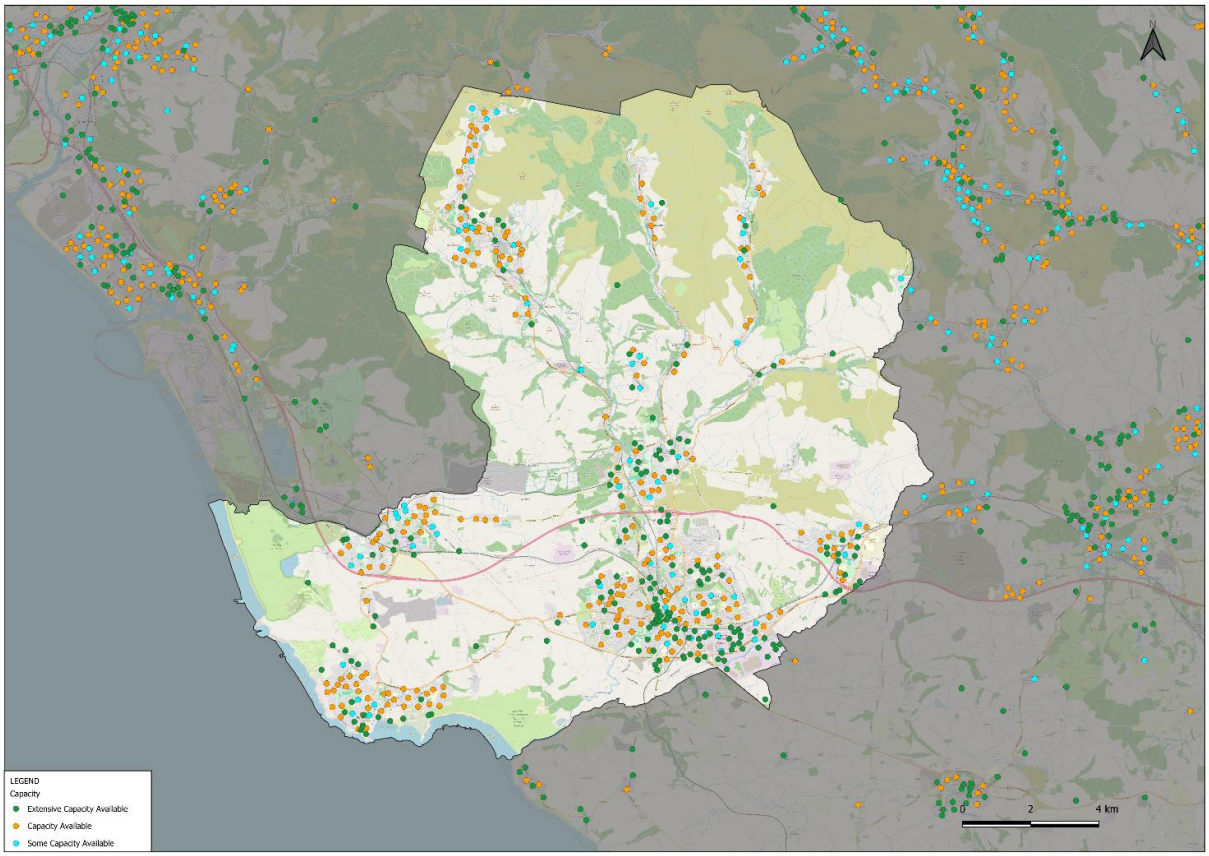
Caerau	• Caerau • Nantyffyllon • Spelter	
Pyle, Kenfig Hill and Cefn Cribwr	• Pyle • Kenfig Hill • Cefn Cribwr	• Village Farm Industrial Estate • Pyle Swimming Pool
Cornelly	• North Cornelly • South Cornelly	• Kenfig National Nature Reserve • Sker Beach
Pencoed and Penprysg	• Pencoed	• Pencoed Business Park • Bocam Park • Pencoed Swimming Pool • Pencoed Station
Maesteg West	• Maesteg • Town Centre	• Maesteg Community Hospital • Maesteg Ewenny Road Station
Pen-y-Fai	• Pen-y-Fai	• Glanrhyd Hospital

Note: Existing Council commissioned EV ChargePoint locations are highlighted in red.

Grid capacity and constraints

The identification of suitable EV ChargePoint locations will also consider distances to existing electricity sub-stations and their available or spare capacity, so the costs for grid connections and cabling to the EV chargepoints can be minimised. To deliver any potential rapid EV chargepoints or Charging Hubs where suitable capacity is currently unavailable, the Council will consider requesting new sub-stations and grid enhancements. Bridgend's current substation capacity and its ability to accommodate EVs across the County is shown in Figure 10. Where only some capacity is available, we may need to consider some management of charging, but we only expect this to be a reactive solution in certain cases whilst we create additional local capacity.

Figure 10 Bridgend Substation Capacity Available for EVs



Data Source: National Grid Electricity Distribution PLC EV Capacity Data[4]

[4] National Grid - EV capacity map

8. How will the chargepoints be delivered?

As the EV market has matured the range of potential operating models and funding opportunities for the deployment of public EVI has evolved. Commercial approaches adopted in the earlier stages of rollout have been refined to leverage greater private investment and reduce the risk to local authorities.

There are many variations to reflect the unique requirements of each local authority, taking into account socioeconomic and geographical challenges. Key differentials in the various commercial models focus on who owns it, who operates it, who is responsible for operation and maintenance costs, and who benefits and how. The table below outlined the five most common models. We as a Council are currently considering the potential delivery models that are available, with a preference towards the land lease model. Each delivery model comes with its own individual strengths and weaknesses, with risk apportionment distributed differently across each option. A careful balance is required between the opportunity to generate revenue for Bridgend and the potential risks and other commercial considerations. A full list of advantages and disadvantages for each option is included in Appendix E.

Delivery Models	Potential Control by Bridgend County Borough Council	Potential Risk to Bridgend County Borough Council
Own & Operate: (Contractor Supply and Install only) Paid for and owned by the public sector, with capital and maintenance costs recouped from usage charges. Operations are contracted to a CPO.	**Highest**	**Highest**
Joint Venture: A joint venture between a local authority and a partner business, sharing responsibilities, risks, and benefits, will establish a new entity to own and manage the ChargePoint network.	**High**	**High**
Public Private Commercial Partnership – External Operator: Capital costs are funded by the public sector, while the Charge Point Operator (CPO) covers some or all ongoing expenses in return for a share of the revenue.	**High**	**Medium**
Public Private Commercial Partnership – Concession: Capital costs are usually partially funded by the public sector, with the remaining costs covered by the Charge Point Operator (CPO). All operational costs and risks are transferred to the CPO.	**Medium**	**Low**
Land lease: All costs paid by CPO, which is granted a long-term lease/ license by the Local Authority, to allow the CPO to recover its costs.	**Low**	**Low**
TfW supply / install, LA operate: Paid for and owned by TfW, with capital and maintenance costs recouped from usage charges. Operations are carried out by LA.	**Medium**	**Low**

Current contract arrangements

For the majority of our EV chargepoints, Bridgend County Borough Council works with CCR and our ChargePoint operator (Connected Kerb) to identify suitable locations to deliver new EV chargepoints across the County. CCR are responsible for the delivery of these chargepoints and for their day-to-day operation. For the 6 current Council commissioned EV ChargePoint sites at leisure centres across the County, these have been delivered separately to the CCR chargepoints using an 'Own & Operate' contract model. Going forward, we are open to exploring a number of different contract and delivery options that deliver best value for money for the residents of Bridgend.

Funding opportunities

There are several funding schemes which can help with the rollout of EV ChargePoint infrastructure. The Council have previously successfully applied for funding grants from the UK Government and Welsh Government including the Welsh Government Local Transport Fund. This has included over £75,000 for active travel improvements in Bryntirion and over £55,000 for pedestrian and cycling safety schemes over the current 2024-25 financial year. Figure 11 summarises the funding opportunities available to Bridgend County Borough Council. Details on these funding opportunities can be found in Appendix F.

Car club permits

Alongside formal funding routes local authorities can also consider car club permit funding options. For example, some local authorities have combined their parking permit process for car clubs with a commitment to secure funding for an EV ChargePoint from operators (where feasible). In the London Borough of Kensington and Chelsea the Council offer a £0 permit fee to car club operators for up to three years in return for installing an EV ChargePoint.

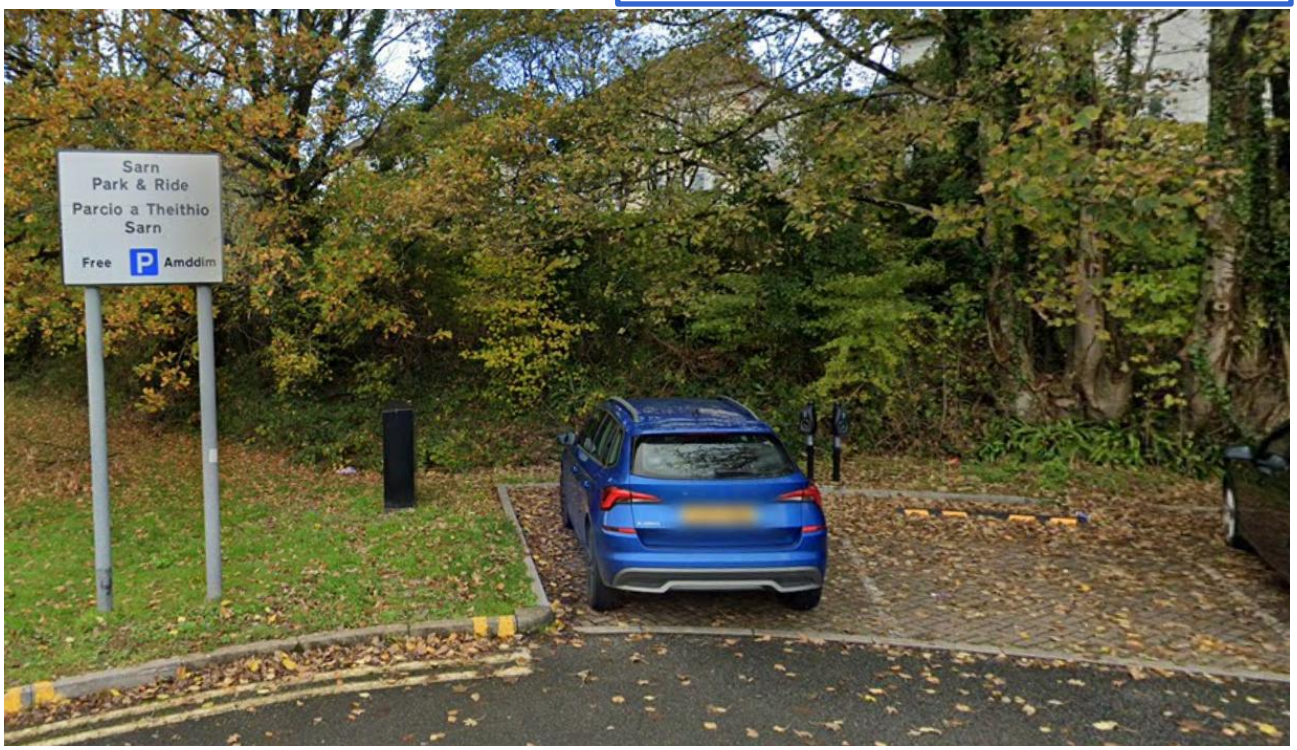
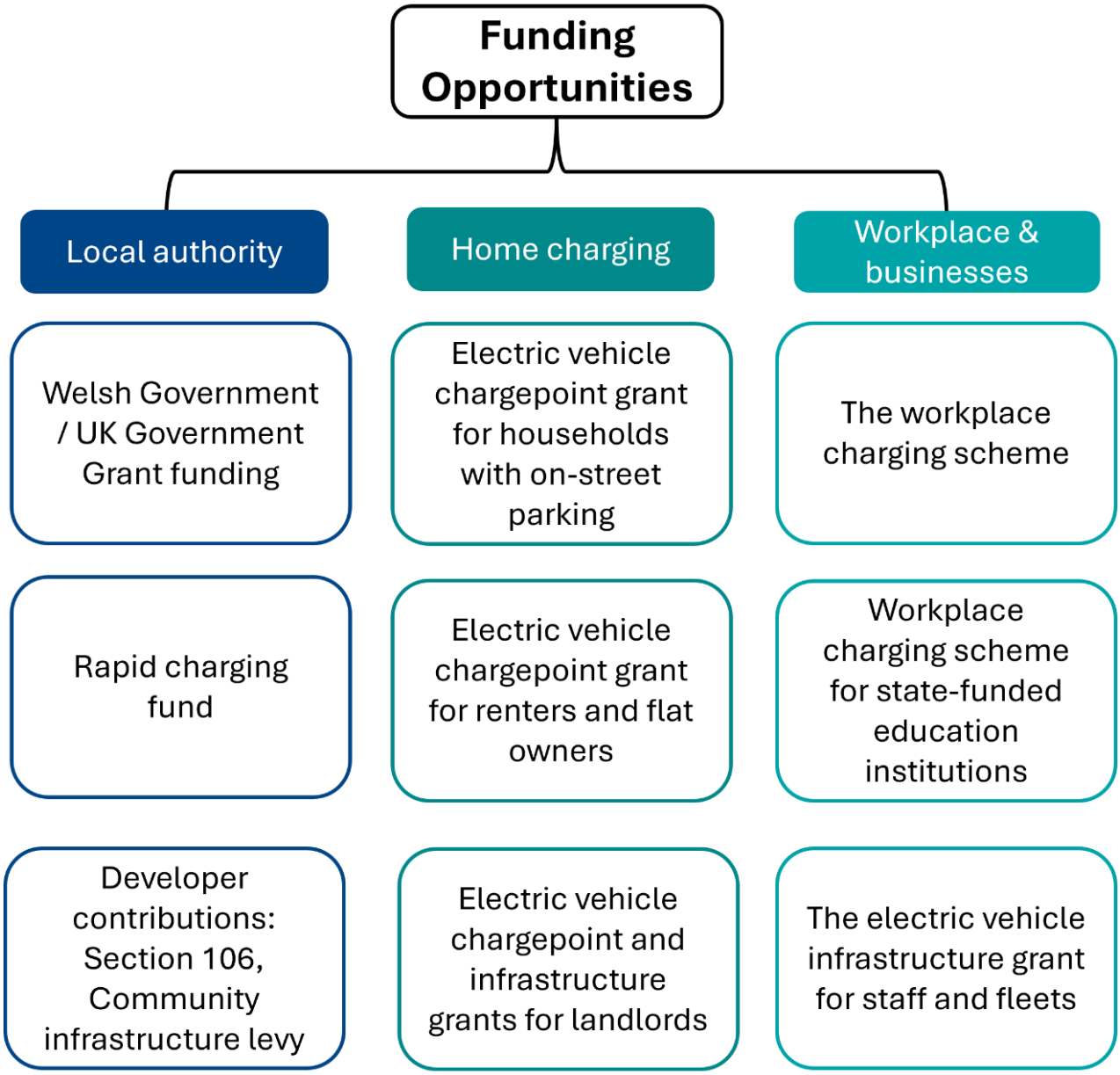


Figure 11 Funding Opportunities



9. When and how will chargepoints be delivered?

The Strategy has been prepared to help ensure Bridgend can bring the EV Strategy vision to life through delivering the required charging infrastructure to meet demand. This will enable an accelerated uptake of EVs up to 2030 and beyond. A list of actions has been identified over the following pages to support the achievement of the objectives and vision of the EV Strategy. The proposed actions provided a high-level implementation timeline and the corresponding role of the Council.

The timeframes listed in the table relate to the following years:

- **Short term** – between now and 2030
- **Medium term** – between 2030 and 2035
- **Long term** – 2035 and beyond.

	Priority Action Areas and Proposed Tasks	Bridgend County Borough Council role	Timescales
Action Area 1: Increase awareness and knowledge of EVs across the County			
1.1	Continue to use the existing Bridgend County Borough Council website as a mechanism to update, inform and highlight to residents, businesses and visitors' educational information on EV chargepoints.	Deliver	Ongoing
1.2	Support and promote local engagement activities (depending on the campaign and funding availability) to increase awareness of EVs and encourage uptake.	Deliver	Ongoing
1.3	Continue to highlight ways for the community to register expressions of interest for the installation of public EV chargepoints.	Deliver	Short
Action Area 2: Develop a network of public chargepoints that achieve appropriate levels of coverage			
2.1	Develop a prioritised roll-out plan for the procurement of EV chargepoints across Bridgend County Borough Councils' estate (such as Council car parks, community facilities and housing estates) based on underlying demand and utilisation data from existing chargepoints.	Deliver	Short/mid
2.2	Undertake a refinement of proposed locations for chargepoints, building on demand modelling findings	Deliver	Short/mid
2.3	Undertake design guide development with Bridgend planning and highways teams, to ensure a joined-up approach where the most appropriate types of public chargepoints are identified for different situations. This will factor for heritage / environment sensitive locations. Options for a residents' tariff will be considered within this.	Deliver	Short/mid
2.4	Work with stakeholders to add public chargepoints to third-party land e.g. large trip attracting sites such as Bridgend Designer Outlet, retail areas and leisure facilities	Engage	Short
2.5	Install more public EV charging stations at popular tourist destinations, hotels, and key locations such as parks and beaches.	Deliver	Mid/long
Action Area 3: Ensure the EV ChargePoint network is inclusive, reliable and accessible.			
3.1	Engage with Distribution Network Operators (DNOs) to identify rural areas with suitable grid capacity connections and understand where the Council may anticipate high upgrade costs.	Engage	Short
3.2	Facilitate peer-to-peer community charging schemes which allows residents with private home chargepoints to share these with other drivers.	Deliver	Mid/long
3.3	Where possible, continue to install charging hubs in car parks for residents which can serve EV drivers without access to off-street parking.	Deliver	Mid/long
3.4	Ensure contactless payments across all chargepoints over 7kW.	Deliver	Mid/long

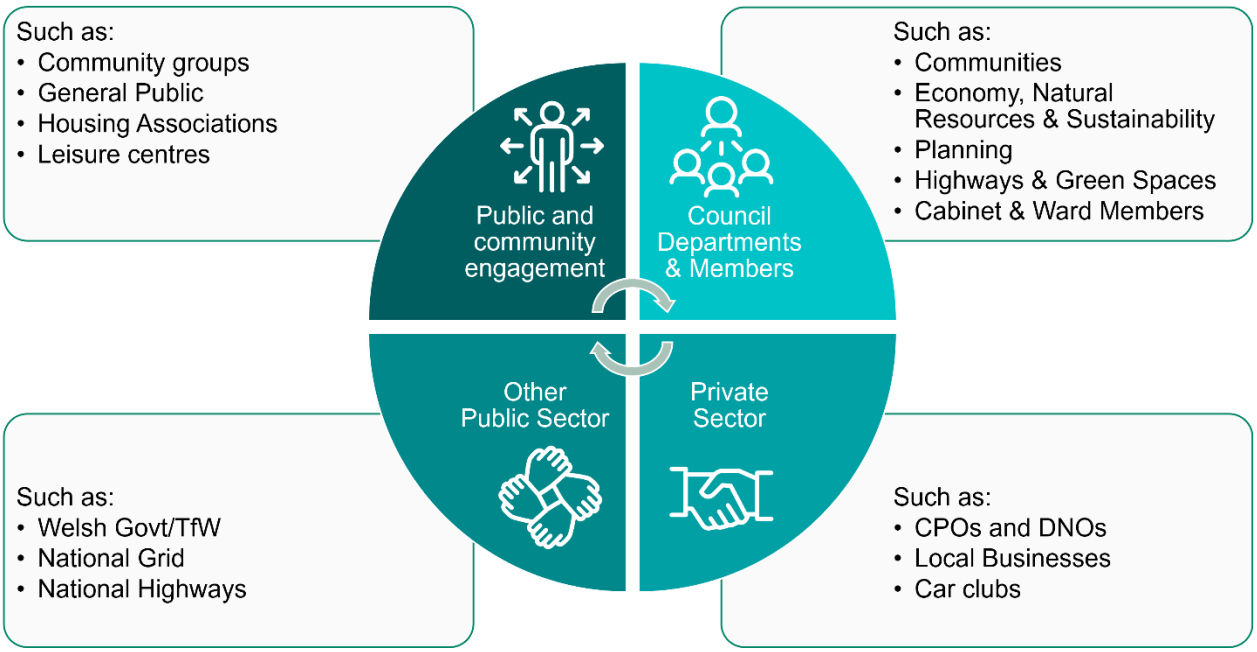
3.5	Ensure all new chargepoints meet the accessibility standards outlined in PAS 1899:2022 (or updated guidance if superseded) where possible based on location and space availability.	Deliver	Mid/long
Action Area 4: Develop an EV ChargePoint network which is sustainable economically, technically and fairly priced for users,			
4.1	Explore funding models that allow for consistency in fair pricing across Bridgend County Borough Council commissioned chargers.	Engage/deliver	Short/mid
4.2	Identify a funding and on-going commercial model with ChargePoint operators that ensures a fair roll out of future EV ChargePoint sites across the County that best serves the residents and visitors of Bridgend.	Engage/deliver	Short/mid
4.3	As new contractual arrangements are required, consider procuring a public-private partnership(s) with CPOs which allow the cross-subsidisation of profitable sites in urban areas with less profitable sites in rural locations, to achieve more equal access to chargepoints overall.	Deliver	Short/mid
4.4	Explore and create opportunities with the private sector to deliver chargepoints without using public funds.	Engage/deliver	Short/mid
4.5	Investigate offering discounts during off-peak hours to make charging more affordable for users.	Influence	Short/mid
Action Area 5: Facilitate a transition to EVs for both private and commercial users while encouraging walking and cycling reducing car ownership and car mode share.			
5.1	Develop mobility hubs where suitable location can be found to allow for strategic areas where individuals and businesses can charge EVs and utilise active travel and public transport as part of their journey to reduce vehicle miles driven.	Deliver	Mid/long
5.2	Investigate introducing car clubs with electric vehicles at appropriate sites to support residents to reduce car trips and car ownership.	Deliver	Mid/long
5.3	When developing new infrastructure and settlements, we will ensure active travel and public accessibility is jointly considered with the provision of EV charging to introduce habits of not requiring a vehicle for every journey early on.	Influence	Short/mid

10. What happens next?

Public consultation and strategy delivery

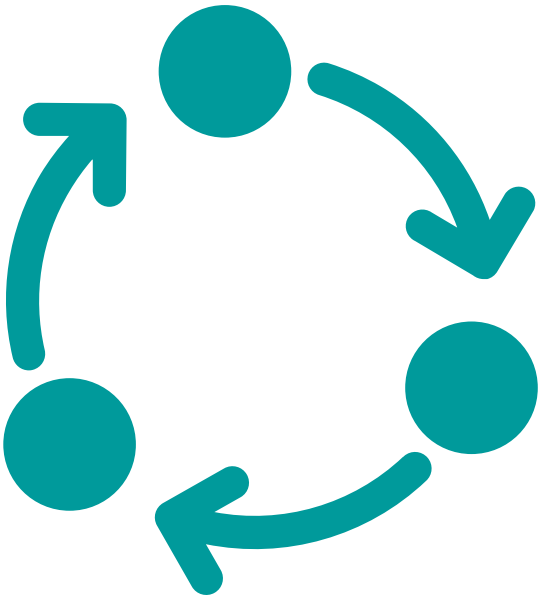
To ensure our EV strategy aligns with the needs of the community, we will be conducting a public consultation. This will provide residents, businesses, and other stakeholders with the opportunity to share their insights and feedback. Your input will be invaluable in shaping a strategy that meets the evolving needs of Bridgend. Additionally, we will adhere to necessary regulatory processes, such as Traffic Regulation Orders (TRO) and planning permissions, to ensure compliance and efficiency. These stakeholders will then be regularly consulted during the delivery of the strategy to ensure we can efficiently deliver EV chargepoints across the County. A summary of the individuals and groups that will be consulted is outlined in Figure 12 below.

Figure 12 Engagement and Delivery Partners



Monitoring and evaluation

Monitoring and evaluating the success of the EV transition in Bridgend will be crucial. This process will involve tracking the performance of the current scheme and integrating any lessons learned into future projects. Keeping an eye on developments elsewhere in the UK will also provide valuable insights.



The Council will implement a monitoring and evaluation plan to track how EV uptake and the roll-out of chargepoints are aligned with forecasts in this strategy and against the related actions.

The Council will continue to monitor the performance of the chargepoints it procures. Data could include ChargePoint use (such as ChargePoint

utilisation, number of charging sessions, energy delivered, duration of charging sessions, and ChargePoint downtime).

Additionally, feedback from residents through community panels will be essential for assessing the effectiveness of the existing infrastructure and suggesting improvements. This approach will ensure the continuous enhancement of Bridgend County Borough Council's EV Network.

Measuring success

Some examples of key performance indicators that may be included to measure success are:

- Number of registered EVs in Bridgend
- Number and utilisation of Council-owned EV charging stations
- Public EV charging density (per capita or per hectare)

Bridgend will implement a comprehensive approach that includes monitoring progress, planning initiatives, engaging stakeholders, and delivering results over the short, mid, and long term. This structured framework will ensure the effective execution and continuous improvement of the EV strategy, adapting to technological advancements and evolving national policies. By maintaining a dynamic and responsive strategy, Bridgend aims to meet the needs of its residents and support the widespread adoption of EVs.

Future updates of the strategy

The adoption of EVs continues to develop at pace and as a result the EV Strategy will need to be regularly reviewed and reassessed to ensure it remains fit for purpose and continues to meet the needs and priorities of the community and the Council.

The Council will review the EV Strategy in five years (2030), to ensure it continues to consider the local needs, most up to date policies and the EV ChargePoint infrastructure best practice. This will include sharing information and knowledge with neighboring local authorities and implementing lessons learnt.

Appendix A Policy Context

National Policy and Guidance

Welsh Government declared a climate emergency in 2019 and have committed to delivery of Wales's target of net zero by 2050. Two key documents effectively initiated the policy response to the demand for EV charging in Wales. **Prosperity for All: A Low Carbon Wales** sets out how Wales would address its carbon budget obligations, naming 76 existing policies from across the Welsh Government, UK Government and the EU plus 24 proposed further measures. Five of the existing policies and four of the proposals relate to EVs and associated charging infrastructure. Around the same time, the **Economy, Infrastructure and Skills Committee** published a **draft report on EV Charging in Wales** which urged accelerated progress on a number of measures, recommending seven interventions, all of which were taken forward.

Notable amongst these were, which have been acted upon strongly by TfW in the years since the report are:

- Ensuring effective stakeholder engagement in delivery of EVCI.
- Ensure lessons learned from the Superfast Cymru broadband project are learned; and
- Maximise uptake of UK Government grants by local authorities.

Welsh Government published an **Electric Vehicle Charging Strategy in 2022**, which sets out an objective that '*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*'. This builds on the Planning Policy Wales (2018) statement that we should ensure our transportation infrastructure is adaptable to future advances in innovation (e.g. electric vehicles).

The Wales EV charging strategy identifies a need for:

- A substantial increase in the number of slow, fast and rapid/ultra-rapid chargers available in Wales.
- Better quality charging, to improve user experience for electric cars and vans; and
- Working with the current regulatory framework of electricity network owners so that the needs of charging will be met in a way that is efficient for network management incorporating smart technology.

The modelling for EV charging requirement predictions set out in the Welsh Government EV strategy is based on the adoption of fully electric private vehicles from the 'Leading the Way' Future Energy Scenario, modified to account for the 2030 ban on the sale of petrol and diesel cars and vans announced by the UK Government.

It is noted that the UK government have since announced in September 2023 that new petrol and diesel cars will continue to be sold in the UK until 2035. By 2030, 80% of new cars and 70% of new vans sold by vehicle manufacturers will need to be zero emission, and 100% of all sales by 2035.

The Welsh Government EV action plan sets out a series of outcomes and actions, with attributable KPIs, to achieve the ambitions set out within the EV charging strategy including achieving an increased total charging provision, improved quality outcomes, and realise localised benefits.

The Strategic Outline Business Case for EV Charging in Wales was published in 2023 and contains a number of specific actions for the Welsh Government, Transport for Wales, local authorities and other stakeholders. It outlines the scale of investment and growth needed in EVCI and the types of commercial models available to help facilitate their delivery. It is noted that the forecast demand for EVCI and their costs were able to be more accurately assessed than in the early market period of 2021 and indeed these SOBC forecasts remain as a benchmark against which delivery can be assessed today.

Supporting local authorities in addressing their actions are a number of bodies, including Transport for Wales who provide stakeholder engagement, particularly with commercial CPOs, as well as engagement with other organisations such as Cenex who provide various insights, forecasts and knowledge exchange activities to all Welsh LAs.

Further support for delivery in Wales is provided by the EVCI Welsh National Standards. This document remains as a key item of guidance in the delivery of EVCI in Wales, outlining in condensed form roles and responsibilities, appropriate types of charging, siting of charge points and accessibility[5], and navigating issues surrounding connections and planning.

Since 2019, local authorities have delivered over 100 projects, commercial CPOs many times more. This was supported by TfW's early interventions to ensure the most rural sites on the Strategic Road Network had rapid chargers, building on the base network to ensure 50kW charging at least every 25 miles.

The Welsh Government position on EV charging is synonymous with Central Government messaging and policy around the topic, with a targeted transition to EV being central to transport Decarbonisation, removing charging infrastructure as a perceived and real barrier to EV adoption.

[5] Published and partly superseded prior to the issuance of BSI PAS1899 (2022) accessibility standards

Regional and Local Policy and Guidance

Both Cardiff Capital Region and Bridgend County Borough Council's existing policies have net-zero ambitions and sustainability embedded within them, which will support the emerging Bridgend EV strategy. CCR's emerging ULEV Strategy seeks to reduce emissions and improve charging infrastructure, with a reduction in road transport emissions of 60% by 2035 across the region targeted as part of the CCR Energy Strategy.

The Bridgend 2030 – Net Zero Carbon Strategy includes a commitment to oversee the development of a best-practice approach for ULEV technology across the Council's own fleet, staff vehicles and public EV charging. This includes a commitment to prioritise the development of an EV charging infrastructure network plan for the existing estate and includes ensuring EVs are prioritised as replacements for Council owned cars and small vans in the short term, with all conforming to ULEV standards by 2025. The strategy further outlines that the Council will also install EV charging points in new developments beyond minimum standards, and car parks will be future-proofed by installing submerged cabling infrastructure in all new car parking spaces for the provision of future charge points

Additionally, Bridgend's 2021 Local Area Energy Plan (LAEP) has a vision to support Bridgend to transition to an affordable and decarbonised energy system and demonstrates the council's commitment to facilitating EV uptake across the region. The plan identifies that the Council is committed to net zero carbon emissions across the borough by 2040 and becoming a Net Zero Council by 2030.

Appendix B NEVIS Modelling Methodology

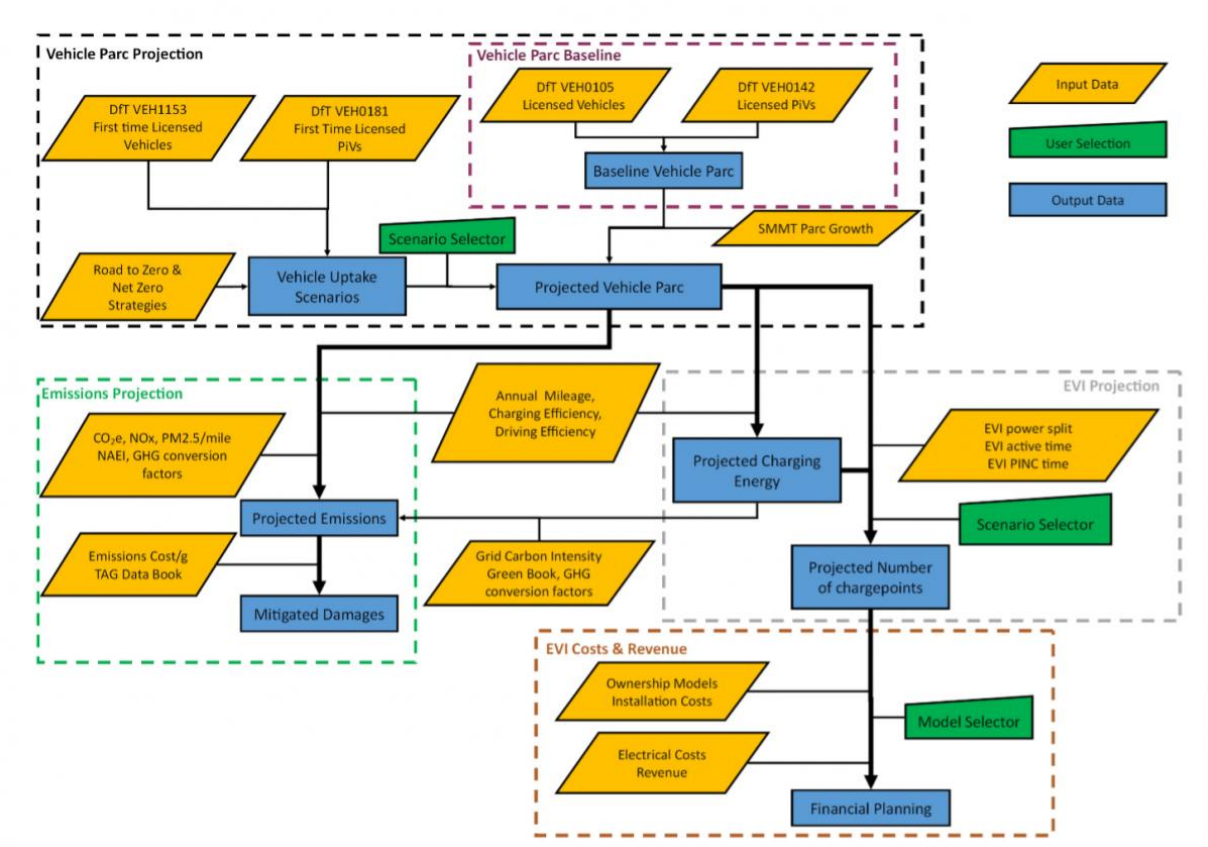
EV Forecast position methodology (adapted from NEVIS)

Utilising DfT vehicle registration and licensing data target points have been added to allow an adoption curve to be constructed from the historic data to the target. These target points are taken from existing policy positions:

- Low: ZEV mandate – Following minimum ZEV mandate BEV sales up to 80% at 2030 (70% for LCVs)
- Medium: 2035 ban – 100% of new car and LGV sales are BEV by 2035
- Fast: 2030 ban – 100% of sales are EV by 2030, and 100% BEV by 2035

In order to join the historic and target data points, an adoption curve is used for the different uptake scenarios (low, medium and fast). To determine the EV projection the total number of new vehicles was calculated as a percentage of the total vehicle parc. For reference, the average rate from 2015 to 2022 was 7% for cars and 8.8% for LGVs; this is assumed to remain constant through the model.

The model then multiplies the percentage of new vehicles by the current parc size for each new year projected. This provides the total number of new vehicles in the UK, where new EVs are split into BEV or Other but new ICE vehicles are split into Petrol, Diesel and Other ICE using an average ratio in the licensing data which remains constant in the model. Then vehicles are scrapped from the vehicle parc to obtain a target total parc size. To identify the total number of scrapped cars the SMMT vehicle parc size projections are used and LGVs using a projected growth from the government's road traffic forecasts. Any new vehicles are then added and scrapped vehicles are subtracted from the previous year's parc to determine the vehicle parc for the following year. A breakdown of the methodology including input data, user selection and output data can be found in the below figure.



EVI forecast position

The first step to determining the required EV ChargePoint infrastructure to meet the projected EV demand is to identify the required energy demand projection. The NEVIS tool uses average daily vehicle mileage data and multiplies this by the driving efficiency for each vehicle type and charging efficiency is then added at 90%. This determines the charging energy requirement per vehicle per day. The model multiples this by the number of BEVs from the vehicle parc projections to determine the total energy requirement per day. Whilst Other EVs are assumed to use their ICE capabilities for 68.2% of their mileage and their remaining electric driving energy is then added to the total energy requirement.

The model then accounts for the proportional amount of charging completed at home and on the public charging network. Roughly 68% of all households in the UK have the option for private off-street parking, so it is assumed where this is the case as it is most convenient and likely the cheapest option most will charge at home. Where local on/off-street parking ability is known this value is used and where it is unknown the national average is used.

It is important to account for the circumstances where these drivers may choose to use the public charging network. To account for this, the model assumes 6.31% of all charging demand from these drives is completed on the public charging network. Therefore, the total requirement for public EV ChargePoint infrastructure is based on the total charging demand of the vehicle parc minus the demand from those with off-street parking plus the 6.31% of the demand from those with off-street parking.

The EV ChargePoint demand is then split between the EV ChargePoint power ratings (standard, fast, rapid and ultra-rapid) according to the vehicle's capability (e.g. EV ChargePoint power output <vehicle accepted max rate of charge).

It is important to note that different local authorities have opted for different approaches to public charging with some choosing to focus on residential on-street charging and others choosing to focus on rapid charging solutions. Therefore, to allow for the different approaches, the three scenarios (blend, residential and hub) are available which determine the percentage energy demand that is met by EV ChargePoint infrastructure of a given power output.

Appendix C Additional EV Uptake Scenarios

Low Uptake Scenario

The forecasts for the expected vehicle types and associated number of chargepoints required in Bridgend up to 2050 under the 'low uptake[6]' scenario are shown in the figures below. These identify that an additional 15,102 EV vehicles are forecast within Bridgend by 2030, 32,240 by 2035 and 73,576 by 2050. These will require an additional 141 public chargepoints by 2030, 351 by 2035 and 804 by 2050 to serve this increase from current levels.

Figure C-1 Forecast Vehicle Types Across Bridgend by 2050 Under the 'Low Uptake' Scenario

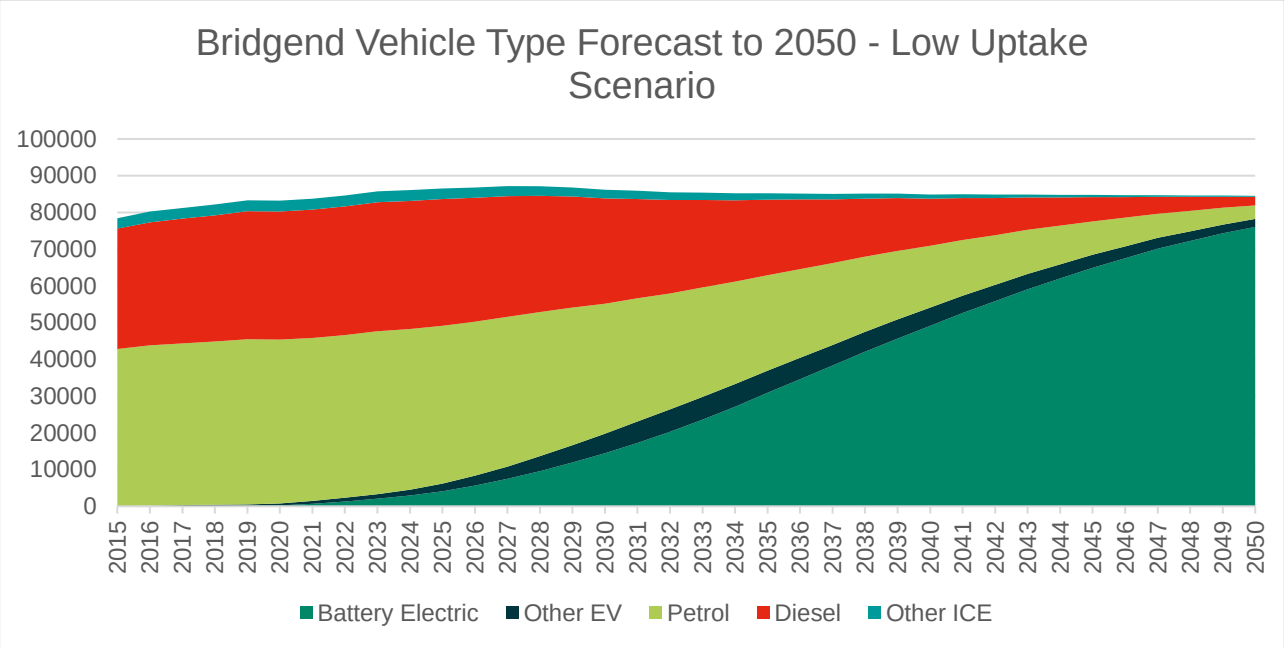
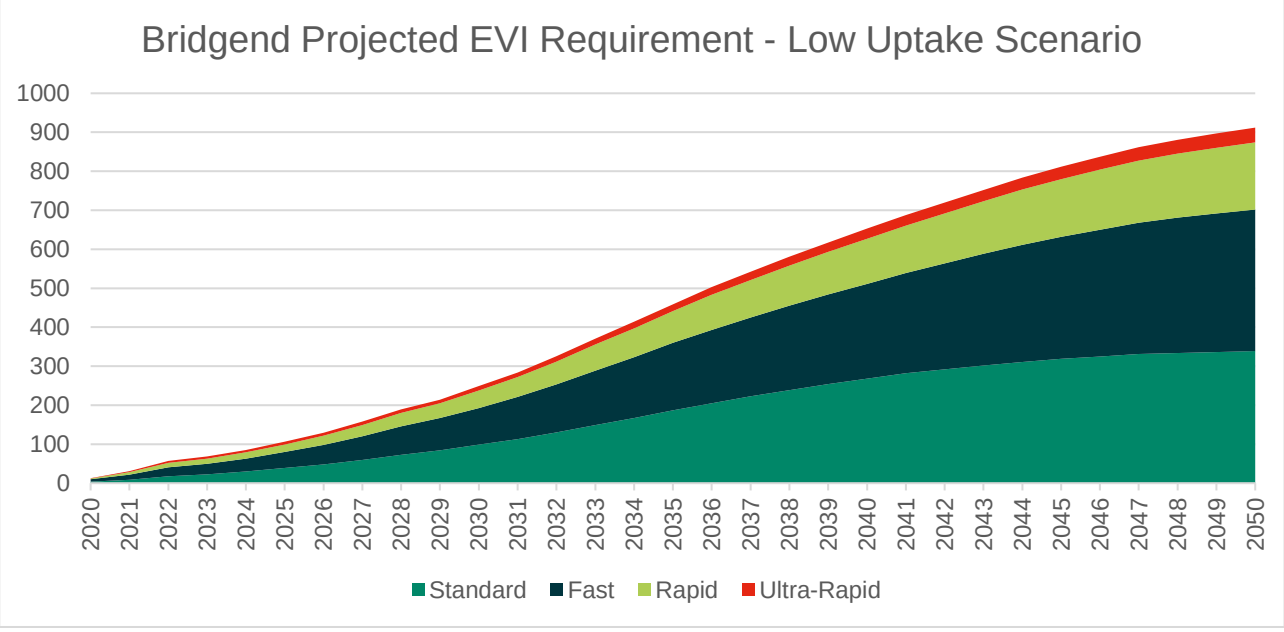


Figure C-2 Forecast Required Chargepoints Across Bridgend by 2050 Under the 'Low Uptake' Scenario



[6] Scenario is based on lower EV sales compared to the 'mid' scenario, equivalent to up to 80% of all sales by 2030 (70% for commercial vehicles).

Fast Uptake Scenario

The forecasts for the expected vehicle types and associated number of chargepoints required in Bridgend up to 2050 under the 'fast uptake[7]' scenario are shown in the figures below. These identify that an additional 25,007 EV vehicles are forecast within Bridgend by 2030, 47,876 by 2035 and 79,819 by 2050. These will require an additional 265 public chargepoints by 2030, 525 by 2035 and 868 by 2050 to serve this increase from current levels.

Figure C-3 Forecast Vehicle Types Across Bridgend by 2050 Under the 'Fast Uptake' Scenario

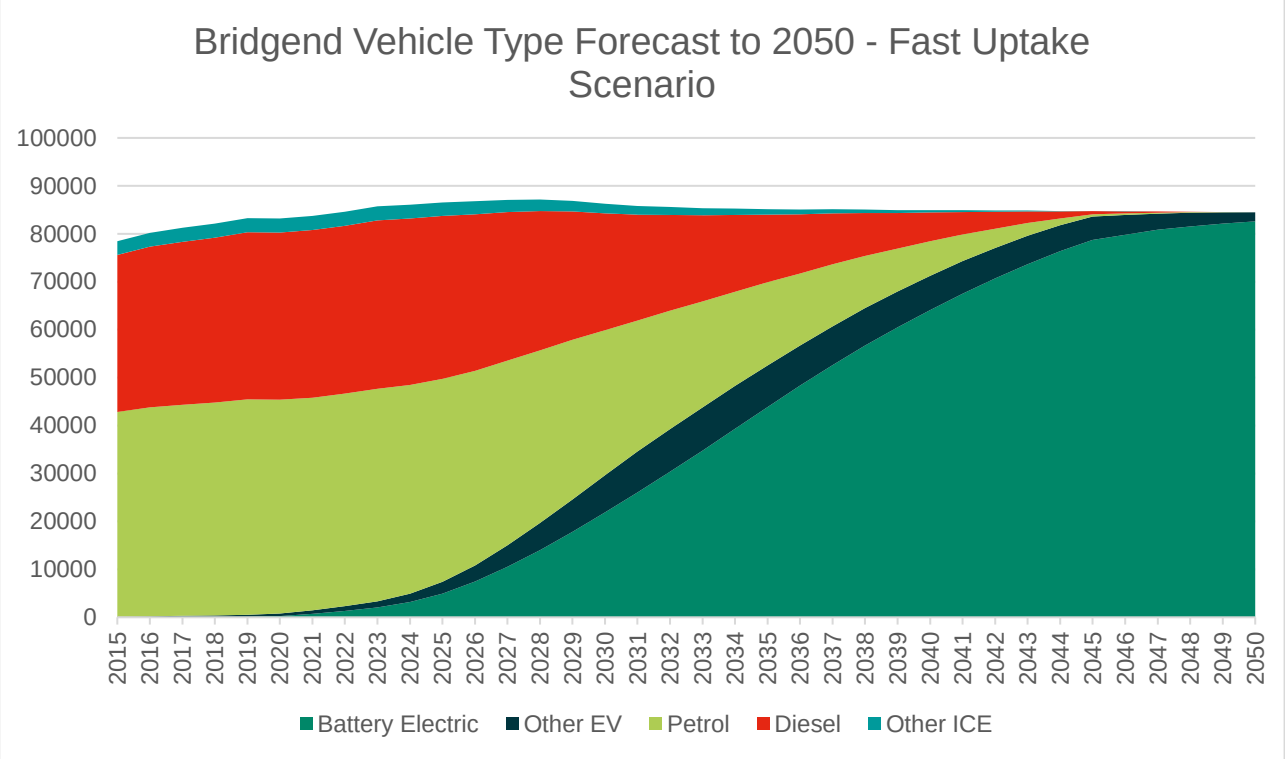
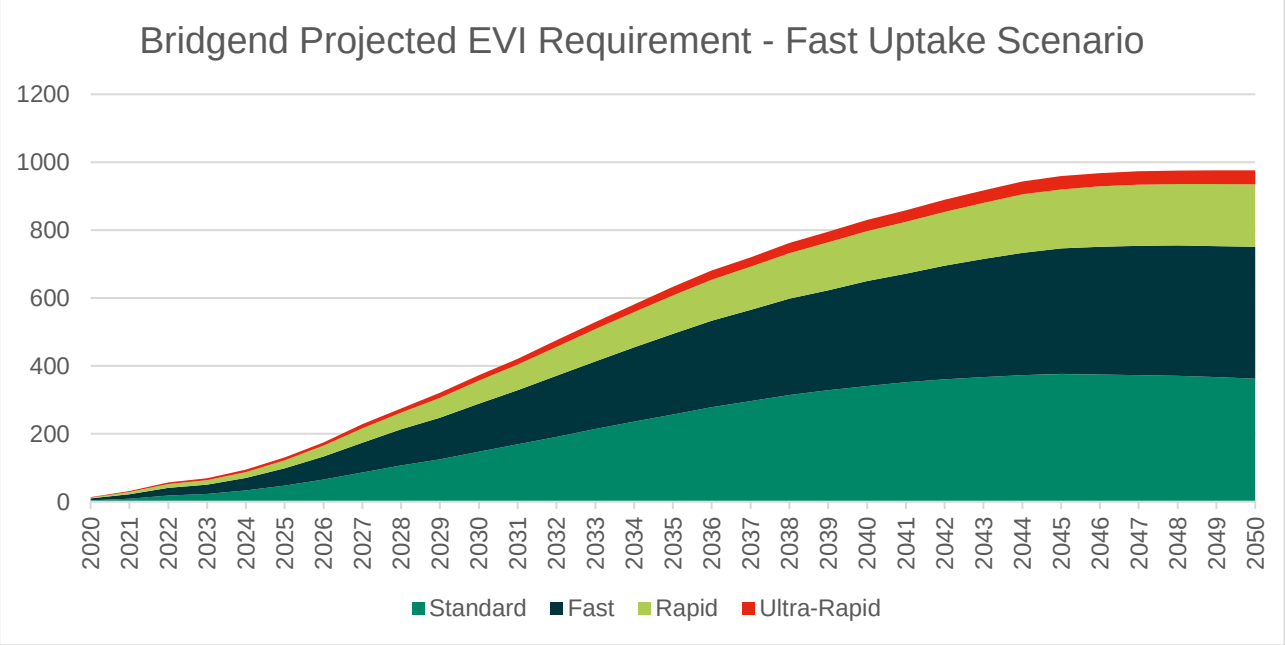
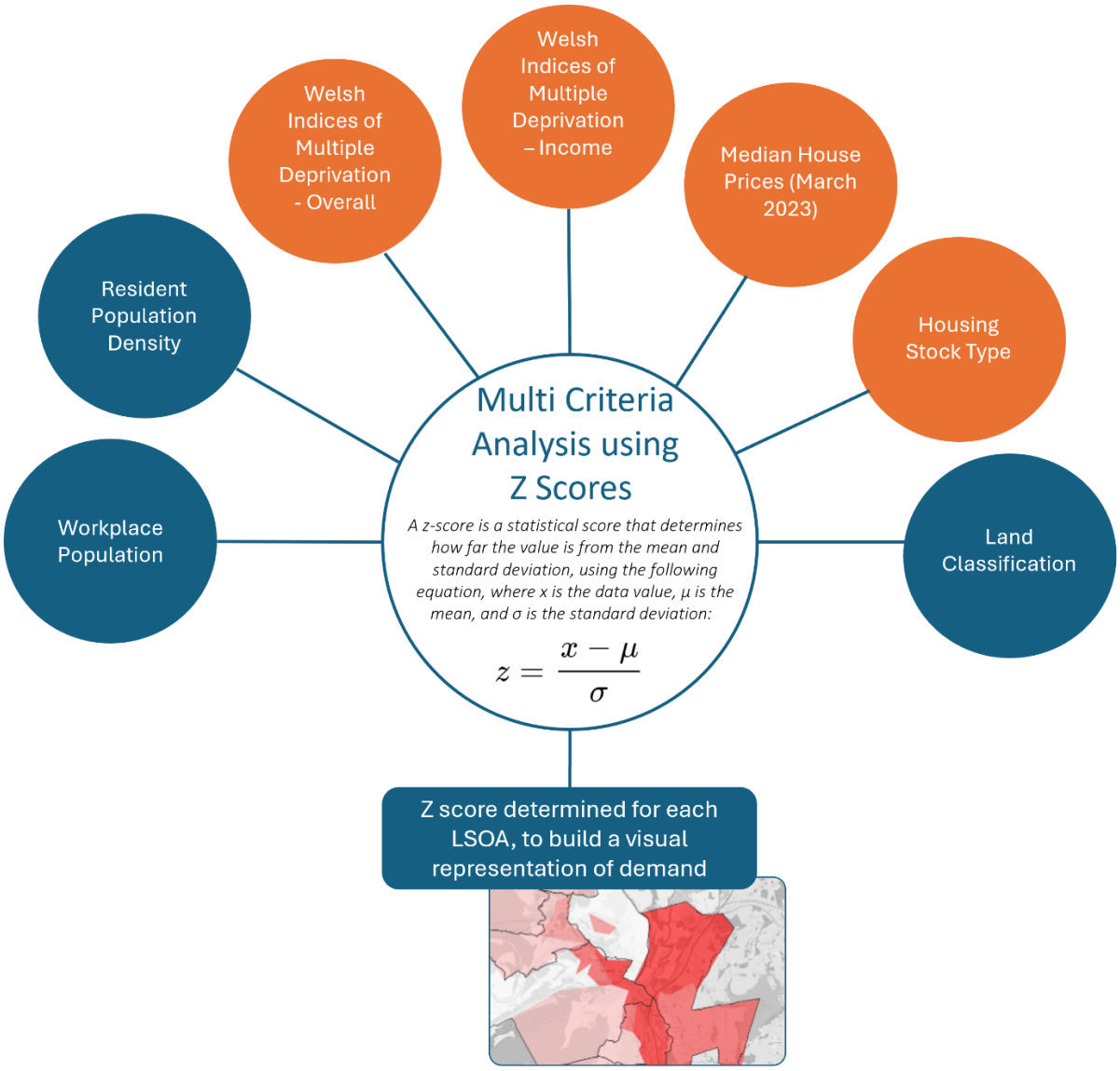


Figure C-4 Forecast Required Chargepoints Across Bridgend by 2050 Under the 'Fast Uptake' Scenario



[7] Scenario is based on a 2030 ban of ICE vehicles, where 100% of sales are EV by 2030 and 100% BEV by 2035.

Appendix D Demand Appraisal Methodology



To identify the potential EV demand, the raw indicator data dependent upon the ChargePoint speed being appraised for each LSOA has been converted into a z-score as part of a multi criteria analysis framework. This method of statical analysis standardises the normal distribution of the data within each criterion to ensure a fair comparison of each Lower Super Output Area (LSOA). Z Scores above the mean have positive standard scores, while those below the mean have negative standard scores.

A total Z Score is then extracted for each LSOA which is then used to visually categorise each LSOA in terms of their demand potential for EV chargepoints. The LSOA area is converted into 1km Hexcels for display in the output map.

Appendix E Delivery Models

Delivery Models	Potential Control by Bridgend County Council	Potential Risk to Bridgend County Council	Advantages	Disadvantages
Own & Operate: (Contractor Supply and Install only) Paid for and owned by the public sector, with capital and maintenance costs recouped from usage charges. Operations are contracted to a CPO.	Highest	Highest	• Highest potential income for the local authority • Full control over locations and tariffs	• Requires significant grant funding to cover all costs • Highest risk, in terms of ongoing liabilities, maintenance costs, upgrades, and stranded assets
Joint Venture: A joint venture between a local authority and a partner business, sharing responsibilities, risks, and benefits, will establish a new entity to own and manage the ChargePoint network.	High	High	• Innovative arrangement to fulfil complementary objectives • Higher levels of control over installations, tariffs and specification, compared to arm's length arrangements	• Resource intensive to establish, manage, finance and monitor a new legal entity, and the delivery of the associated ChargePoint network. • Exposure to investment and reputational risks
Public Private Commercial Partnership – External Operator: Capital costs are funded by the public sector, while the Charge Point Operator (CPO) covers some or all ongoing expenses in return for a share of the revenue.	High	Medium	• Reduced liability for operating costs • Retains high degree of control over ChargePoint operations	• Requires significant public sector funding to cover all capital costs
Public Private Commercial Partnership – Concession: Capital costs are usually partially funded by the public sector, with the remaining costs covered by the Charge Point Operator (CPO). All operational costs and risks are transferred to the CPO.	Medium	Low	• CPO incentivised and responsible for maintenance • Reduced risk for public sector	• Reduced income share • To be commercially attractive, needs to be a relatively large number of sites so that CPO can balance risk across sites,

			• Less public sector funding needed	and long-term contracts (e.g. 10-20 years
Land lease: All costs paid by CPO, which is granted a long-term lease/ license by the Local Authority, to allow the CPO to recover its costs.	Low	Low	• Lowest risk for the local authority • Rent paid to local authority by CPO provides some guaranteed income • CPO heavily incentivised to maintain chargepoints	• Many areas are currently commercially unviable • Lowest potential income for local authorities • Least control and inability to incorporate wider goals
TfW supply / install, LA operate: Paid for and owned by TfW, with capital and maintenance costs recouped from usage charges. Operations are carried out by LA.	Medium	Low	• Reduced risk for public sector • Less public sector funding needed	• Reduced income share • Resource intensive to manage operations

Appendix F Grant Funding

Fund	Details
Grant funding from Welsh Government / UK Government	For example: Ultra Low Emission Vehicle Transformation Fund (ULEVTF). This fund supports the development of EV charging infrastructure, including rapid and ultra-rapid charging stations across Wales
Rapid Charging Fund	The £950 million **Rapid Charging Fund** will help implement a rapid charging network along the strategic road network such as motorways and major A Roads, to meet consumer demand ahead of consumer need.
Developer contributions	Local authorities can leverage funding through **the Section 106.** This provides a dedicated sum of money towards EV infrastructure as part of new development requirements.
Home charging grants	• The **Electric vehicle ChargePoint grant for renters and flat owners** provides up to 75% off the cost to buy and install a socket, up to a maximum of £350. • The **Electric vehicle ChargePoint grant for households with on-street parking** provides up to 75% off the cost to buy and install a socket, up to a maximum of £350 and support for residents who are also installing a cross-pavement solution. The **Electric vehicle ChargePoint and infrastructure grants for landlords** provides 75% off the cost to buy and install a socket, up to a maximum of £350 per socket. Recipients can receive 200 grants per year for residential properties and a further 100 for commercial properties.
Workplace and business charging grants	• The **Workplace Charging Scheme** provides support for organisations towards the cost of installing up to 40 EV ChargePoint sockets at their sites. The scheme covers up to 75% of the total costs of the purchase and installation of the EV chargepoints, capped at a maximum of £350 per socket and 40 sockets across all sites per applicant. The scheme is open to businesses, charities, public sector organisations and small accommodation businesses. • The **Workplace Charging Scheme for state-funded education institutions** provides support towards the costs of the purchase, installation and infrastructure of EV chargepoints. The scheme covered 75% off the cost to buy and install chargepoints up to a maximum of 2,500 per socket and 40 sockets across all sites including any applications made by the Workplace Charging Scheme. The **Electric vehicle infrastructure grant for staff and fleets** provides small and medium-sized business with 75% of the cost of the work of installing EV chargepoints up to £15,000. Recipients can get up to £350 per ChargePoint socket installed and up to £500 per parking space enabled with supporting infrastructure for a total of five grants.

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Bridgend EV Charging Strategy – Public Consultation Survey

We want to hear your views on our draft Electric Vehicle (EV) Charging Strategy. Please take a few minutes to complete this short survey. Your feedback will help us shape a more accessible, reliable and inclusive EV charging network for everyone.

1. Understanding and Awareness

How well do you understand Bridgend Council's goals for transitioning to electric vehicles and achieving net zero by 2050?

☐ Very well
☐ Fairly well
☐ Somewhat
☐ Not very well
☐ Not at all

2. Support for Strategy Goals

To what extent do you support the council's aim to install an inclusive, accessible, and affordable public EV charging network by 2030?

☐ Strongly support
☐ Somewhat support
☐ Neutral
☐ Somewhat oppose
☐ Strongly oppose

3. Parking Access

Do you or someone in your household currently have access to a private driveway or off-street parking suitable for EV charging?

☐ Yes
☐ No
☐ Not sure

4. Preferred Charging Locations

Which of the following locations would you prefer to see new EV charging points installed? (Select all that apply)

☐ Local car parks
☐ Supermarkets
☐ Parks and beaches
☐ On-street in residential areas
☐ Business parks or workplaces
☐ Leisure centres or swimming pools
☐ Mobility hubs (e.g., transport interchanges)
☐ Other (please specify): _____

5. Preferred Charging Locations

Is there a location that you would like to see public charge points?
☐ (please specify): _____

6. Equity in Access

Do you think it is important that EV charging is made available in areas with lower access to off-street parking (e.g., terraced housing or flats)?

☐ Yes
☐ No
☐ Not sure

7. Charging Options

Would you support having a mix of charging options (e.g., slow, fast, and rapid chargers) across the county to suit different users such as residents, commuters, and visitors?

☐ Yes – this ensures charging is accessible for everyone
☐ No
☐ Not sure

8. Charge Point options

What type of charge point/Technology would you like to see across Bridgend

☐ Lamppost
☐ Gully
☐ Lance
☐ Bollard
☐ Hubs

9. Delivery and Partnerships

Would you be comfortable with the Council partnering with private companies to install and maintain EV chargers, as long as pricing remains fair and accessible?

☐ Yes
☐ No
☐ Not sure

10. Future EV Adoption

If more charge points were installed in convenient locations, how likely are you to switch to or consider an electric vehicle in the next 5 years?

☐ Very likely
☐ Quite likely
☐ Unsure
☐ Not very likely
☐ Not at all likely

Optional: Additional Comments

If you have any further suggestions or thoughts on the proposed EV charging strategy, please let us know here:

Appendix 2

Meeting of:	**COMMUNITY, ENVIRONMENT AND HOUSING OVERVIEW AND SCRUTINY COMMITTEE**
Date of Meeting:	**3 NOVEMBER 2025**
Report Title:	**FORWARD WORK PROGRAMME UPDATE**
Report Owner: Responsible Chief Officer / Cabinet Member	**CHIEF OFFICER – LEGAL & REGULATORY SERVICES, HR & ELECTORAL**
Responsible Officer:	**MERYL LAWRENCE SENIOR DEMOCRATIC SERVICES OFFICER – SCRUTINY**
Policy Framework and Procedure Rules:	**The work of the Overview & Scrutiny Committees relates to the review and development of plans, policy or strategy that form part of the Council's Policy Framework and consideration of plans, policy or strategy relating to the power to promote or improve economic, social or environmental wellbeing in the County Borough of Bridgend.**
Executive Summary:	**The Council's Constitution requires each Overview and Scrutiny Committee to develop and implement a Forward Work Programme for the Committee.** **The Committee is asked to consider and agree its Forward Work Programme, identify any specific information it wishes to be included in and any invitees they wish to attend for the reports for the next two Committee meetings, identify any further items for consideration on the Forward Work Programme having regard to the criteria set out in the report, and consider the Recommendations Monitoring Action Sheet for this Committee.**

1. Purpose of Report

1.1 The purpose of this report is to:

a) Present the Committee with the Forward Work Programme attached as (**Appendix A)** for consideration and approval;

b) Request any specific information the Committee identifies to be included in the items for the next two meetings, including invitees they wish to attend;

c) Request the Committee to identify whether there are presently any further items for consideration on the Forward Work Programme having regard to the selection criteria in paragraph 3.5 of this report;

d) Present the Recommendations Monitoring Action Sheet (**Appendix B**) to track responses to the Committee's recommendations made at previous meetings;

e) Advise that the Committee's Forward Work Programme as approved will be reported to the next meeting of Corporate Overview and Scrutiny Committee (COSC) for information, together with those from the other Overview and Scrutiny Committees, following their consideration in this cycle of Committee meetings.

2. Background

2.1 The Council's Constitution requires each Overview and Scrutiny Committee to develop and implement a Forward Work Programme for the Committee.

2.2 It also provides for the Committee to propose items for the Forward Work Programme having regard for the Council's Corporate Priorities and Risk Management framework. Where a matter for consideration by an Overview and Scrutiny Committee also falls within the remit of one or more other Committees, the decision as to which Committee will consider it will be resolved by the respective Chairs or, if they fail to agree, the Chair of the Corporate Overview and Scrutiny Committee.

Best Practice / Guidance

2.3 The Centre for Governance and Scrutiny's (CfGS) Good Scrutiny Guide recognises the importance of the Forward Work Programme. In order to 'lead and own the process', it states that Councillors should have ownership of their Committee's work programme, and be involved in developing, monitoring and evaluating it. The Good Scrutiny Guide also states that, in order to make an impact, the scrutiny workload should be coordinated and integrated into corporate processes, to ensure that it contributes to the delivery of corporate objectives, and that work can be undertaken in a timely and well-planned manner.

2.4 Forward Work Programmes need to be manageable to maximize the effective use of the limited time and resources of Scrutiny Committees. It is not possible to include every topic proposed. Successful Scrutiny is about looking at the right topic in the right way and Members need to be selective, while also being able to demonstrate clear arguments for including or excluding topics.

2.5 The CfGS's guide to effective work programming 'A Cunning Plan?' makes the following reference to the importance of good work programming:

> *'Effective work programming is the bedrock of an effective scrutiny function. Done well it can help lay the foundations for targeted, incisive and timely work on issues of local importance, where scrutiny can add value. Done badly, scrutiny can end up wasting time and resources on issues where the impact of any work done is likely to be minimal.'*

3. Current situation / proposal

3.1 Following the approval of the schedule of Scrutiny Committee meeting dates at the Annual Meeting of Council on 14 May 2025, the standing statutory reports to Scrutiny Committees of: the Corporate Plan, the Medium Term Financial Strategy (MTFS) and Budget, Performance and Budget Monitoring, etc. have been mapped to the appropriate timely meeting dates into a Forward Work Programme.

3.2 The Forward Work Programmes for each Scrutiny Committee have been prepared using a number of difference sources, including:

- Corporate Risk Assessment;
- Directorate Business Plans;
- Previous Scrutiny Committee Forward Work Programme report topics / minutes;
- Committee / Member proposed topics;
- Policy Framework;
- Cabinet Work Programme;
- Discussions with Corporate Directors;
- Performance Team regarding the timing of performance information.

3.3 There are items where there is a statutory duty for Policy Framework documents to be considered by Scrutiny, e.g., the MTFS including draft budget proposals scheduled for consideration in January 2026, following which COSC will make conclusions and recommendations in a report on the overall strategic overview of Cabinet's draft Budget proposals to the meeting of Cabinet in February 2026.

3.4 An effective Forward Work Programme will identify the issues that the Committee wishes to focus on during the year and provide a clear plan. However, at each meeting the Committee will have an opportunity to review this as the Forward Work Programme Update will be a standing item on the Agenda, detailing which items are scheduled for future meetings and be requested to clarify any information to be included in reports and the list of invitees. The Forward Work Programme will remain flexible and will be reported to each COSC meeting for information.

<u>Identification of Further Items</u>

3.5 The Committee are reminded that the Scrutiny selection criteria used by Scrutiny Committee Members to consider, select and prioritise items emphasises the need to consider issues such as impact, risk, performance, budget and community perception when identifying topics for investigation to maximise the impact scrutiny can have on a topic and the outcomes for people. The criteria which can help the Committee come to a decision on whether to include a referred topic, are set out below:

<u>Recommended Criteria for Selecting Scrutiny Topics:</u>

PUBLIC INTEREST:	The concerns of local people should influence the issues chosen for scrutiny;
ABILITY TO CHANGE:	Priority should be given to issues that the Committee can realistically influence, and add value to;

PERFORMANCE: Priority should be given to the areas in which the Council is not performing well;

EXTENT: Priority should be given to issues that are relevant to all or large parts of the County Borough, or a large number of the Authority's service users or its population;

REPLICATION: Work programmes must take account of what else is happening in the areas being considered to avoid duplication or wasted effort.

Reasons to Reject Scrutiny Topics:

- The issue is already being addressed / being examined elsewhere and change is imminent.
- The topic would be better addressed elsewhere (and can be referred there).
- Scrutiny involvement would have limited / no impact upon outcomes.
- The topic may be sub-judice or prejudicial.
- The topic is too broad to make a review realistic and needs refining / scoping.
- New legislation or guidance relating to the topic is expected within the next year.
- The topic area is currently subject to inspection or has recently undergone substantial change / reconfiguration.

Corporate Parenting

3.6 Corporate Parenting is the term used to describe the responsibility of a local authority towards care experienced children and young people. This is a legal responsibility given to local authorities by the Children Act 1989 and the Children Act 2004. The role of the Corporate Parent is to seek for children in public care the outcomes every good parent would want for their own children. The Council as a whole is the 'Corporate Parent', therefore all Members have a level of responsibility for care experienced children and young people in Bridgend.

37 In this role, it is suggested that Members consider how each item they consider affects care experienced children and young people, and in what way can the Committee assist in these areas.

3.8 Scrutiny Champions can greatly support the Committee in this by advising them of the ongoing work of the Cabinet Committee Corporate Parenting and particularly any decisions or changes which they should be aware of as Corporate Parents.

3.9 The Forward Work Programme for the Committee is attached as **Appendix A** for the Committee's consideration.

3.10 The Recommendations Monitoring Action Sheet to track responses to the Committee's recommendations made at previous meetings is attached as **Appendix B**.

4. Equality implications (including Socio-economic Duty and Welsh Language)

4.1 The Protected characteristics identified within the Equality Act, Socio-economic Duty and the impact on the use of the Welsh Language have been considered in

the preparation of this report. As a public body in Wales, the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

5.1 The Act provides the basis for driving a different kind of public service in Wales, with 5 Ways of Working to guide how public services should work to deliver for people. The following is a summary to show how the 5 Ways of Working to achieve the well-being goals have been used to formulate the recommendations within this report:

- Long-term - The approval of this report will assist in the planning of Scrutiny business in both the short-term and in the long-term on its policies, budget and service delivery.

- Prevention - The early preparation of the Forward Work Programme allows for the advance planning of Scrutiny business where Members are provided an opportunity to influence and improve decisions before they are made by Cabinet.

- Integration - The report supports all the wellbeing objectives.

- Collaboration - Consultation on the content of the Forward Work Programme has taken place with the Corporate Management Board, Heads of Service and Elected Members.

- Involvement - Advanced publication of the Forward Work Programme ensures that stakeholders can view topics that will be discussed in Committee meetings and are provided with the opportunity to engage.

5.2 When setting its Forward Work Programme, the Committee should consider how each item they propose to scrutinise assists in the achievement of the Council's 4 Wellbeing Objectives under the **Well-being of Future Generations (Wales) Act 2015** as follows:

1. A prosperous place with thriving communities
2. Creating modern, seamless public services
3. Enabling people to meet their potential
4. Supporting our most vulnerable

6. Climate Change and Nature Implications

6.1 The Committee should consider how each item they scrutinise affects climate change, the Council's Net Zero Carbon 2030 target and how it meets the Council's commitments to protect and sustain the environment over the long term. There are no Climate Change or Nature Implications arising from this report.

7. Safeguarding and Corporate Parent Implications

7.1 The Committee should consider how each item they scrutinise affects care experienced children and young people, and in what way the Committee can assist in these areas. Safeguarding is everyone's business and means protecting peoples' health, wellbeing and human rights, and enabling them to live free from harm, abuse and neglect. There are no Safeguarding and Corporate Parent Implications arising from this report.

8. Financial Implications

8.1 There are no financial implications arising from this report.

9. Recommendation

9.1 The Committee is recommended to:

a) Consider and approve the Forward Work Programme for the Committee in **Appendix A**.

b) Identify any specific information the Committee wishes to be included in the items for the next two meetings, including invitees they wish to attend;

c) Identify whether there are presently any further items for consideration on the Forward Work Programme having regard to the selection criteria in paragraph 3.5 of this report.

d) Note the Recommendations Monitoring Action Sheet in **Appendix B** to track outstanding responses to the Committee's recommendations made at previous meetings;

e) Note that the Committee's Forward Work Programme as approved will be reported to the next meeting of Corporate Overview and Scrutiny Committee for information, together with those from the other Overview and Scrutiny Committees, following their consideration in this cycle of Committee meetings.

Background documents

None.

APPENDIX A

Communities, Environment and Housing Overview and Scrutiny Committee 2025-26 Forward Work Programme

Monday, 14 July 2025 at 4pm		
Report Topic	**Information Required / Committee's Role**	**Invitees**
Community Asset Transfers	Position Update Outcome of review recommended by SOSC 3 to be undertaken by the Community Asset Transfer (CAT) Steering Group to assess and review the Council's current CAT programme, considering: - Its impact - Success stories - Good practice researched from other Welsh local authorities - Reflection on lessons learned	**Cabinet Member** Cabinet Member for Climate Change and the Environment; **Officers** Corporate Director – Communities; Interim Head of Operations – Communities; and Community Asset Transfer Officer.
Porthcawl Regeneration Masterplan	Public Consultation Feedback from Feb/March 2025 and Pre-Planning Consultation	**Cabinet Member** Cabinet Member for Regeneration, Economic Development and Housing; **Officers** Corporate Director – Communities; Group Manager – Strategic Regeneration; and Porthcawl Regeneration Programme Manager.

Monday, 29 September 2025 at 4pm		
Report Topic	**Information Required / Committee's Role**	**Invitees**
United Kingdom Shared Prosperity Fund Update	- What we did - Lessons Learned - Progress Update - How the system has changed - A look back and a look forward. Detailed Financial Information including: - Funds received by which groups/organisations - Their purpose - How much	**Cabinet Member** Cabinet Member for Regeneration, Economic Development and Housing; **Officers** Corporate Director – Communities; Interim Head of Operations – Communities; and Group Manager – Economy, Natural Resources & Sustainability.

Social Housing Allocation Policy	Pre-Decision	**Cabinet Member** Cabinet Member for Regeneration, Economic Development and Housing; **Officers** Chief Officer – Finance, Housing and Change; Strategic Housing Commissioning Manager; Housing Solutions Team Manager.

Monday, 3 November 2025 at 4pm		
Report Topic	**Information Required / Committee's Role**	**Invitees**
Net Zero Strategy Review	Pre-Decision	**Cabinet Member** Cabinet Member for Climate Change and Environment; **Officers** Corporate Director – Communities; Interim Head of Operations – Communities; Group Manager – Economy, Natural Resources & Sustainability; Decarbonisation Programme Manager
Electric Vehicle Charging Strategy	Pre-Decision	**Cabinet Member** Cabinet Member for Climate Change and Environment; **Officers** Corporate Director – Communities; Interim Head of Operations – Communities; Group Manager – Economy, Natural Resources & Sustainability.

APPENDIX A

Monday, 8 December 2025 at 4pm		
Report Topic	**Information Required / Committee's Role**	**Invitees**
Porthcawl Grand Pavilion	To include a walkaround before the meeting.	**Cabinet Member** Cabinet Member for Regeneration, Economic Development and Housing; **Officers** Corporate Director – Communities; Group Manager – Strategic Regeneration; Porthcawl Regeneration Programme Manager. **External** Director of Development and Partnerships – Awen

Monday, 23 February 2026 at 4pm		
Report Topic	**Information Required / Committee's Role**	**Invitees**
Maesteg Town Hall TBC	To include a walkaround before the meeting. Lessons learned To include: - Reasons for the overall project cost; - Detail of what led to the increased cost and challenges encountered; and - An appraisal of what could have changed or been done differently.	**Cabinet Member** Cabinet Member for Regeneration, Economic Development and Housing; **Officers** Corporate Director – Communities; Group Manager – Strategic Regeneration.

Monday, 20 April 2026 at 4pm		
Report Topic	**Information Required / Committee's Role**	**Invitees**
Condition of the Highways and Status of Road Resurfacing Programme	Including: - Repairs, maintenance and prioritisation process; - Road resurfacing and potholes; - Network management of utilities; and - The development of internal metrics for repairs and closing referrals.	**Cabinet Member** Cabinet Member for Climate Change and the Environment; **Officers** Corporate Director – Communities; Interim Head of Operations – Communities; Group Manager – Highways and Green Spaces; Highways Network Manager.

Briefings:

Topic	Information Required / Committee's Role	Invitees
Future Waste Services		**All Member Briefing** **To be scheduled Early 2026**
Corporate Joint Committees Regional Responsibilities		**All Member Briefing** **Date to be confirmed**
Revised Social Housing Allocation Policy	The changes especially in respect of the bands and how properties will be allocated.	**All Member Briefing** **Date to be arranged in line with final adoption of Policy**

Items to be Scheduled to the Committee's Forward Work Programme -
To be discussed in next Scrutiny Forward Work Programme Planning Meeting

- A report on the CAT Programme to be added to the Forward Work Programme in 12-18 months to evaluate progress, including an update on the recommendations of an internal audit which took place in April 2025, set out in paragraph 2.1.6 of the report.
- Communities Directorate Target Operating Model (TOM) – Autumn 2025 TBC
- Bridgend Town Centre Masterplan and Regeneration
- Council's Preparedness to Respond to Storms and Adverse Weather
  To Include:
  - Preventative measures against foreseeable damage;
  - Impact of adverse weather and any fallout (e.g. loss of power) on vulnerable residents;
  - Invitees from Communities and Social Services; and
  - Information shared during internal and Local Resilience Forum debrief sessions held following Storm Darragh and any other inclement weather events.

- Car Parking Charging Review
  To Include:
  - Outcome of the review;
  - Free parking offers; and
  - The difference in revenue between the free parking period and a full charging model.

- Major Parks in the Borough
- Valleys to Coast.
- A final UKSPF monitoring report including analysis of the successes and lessons learned for future successor funding projects.
- Homelessness and Housing
- Street / Utility work including charges

Information reports to be provided

- Audit Wales 'Springing Forward Asset Management Inspection Report' – including associated Action Plan

APPENDIX B

Communities, Environment and Housing Overview and Scrutiny Committee
RECOMMENDATIONS MONITORING ACTION SHEET 2025-2026

Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
14 July 2025	Community Asset Transfer (CAT) Update	The Committee discussed the previously proposed significant increase in charges for the use of Council-owned pitches and sporting facilities and **recommended** that Cabinet consider whether the policy is still accurate and fit for purpose in the current financial climate and that the Deep Dive Group for the Communities Directorate explore the charging policy.	Scrutiny/ Chair	Recommendations circulated requesting response – to be provided.	
14 July 2025	Community Asset Transfer (CAT) Update	The Committee **recommended** that local Members and Town and Community Councils be advised of CATs that are initiated in their Ward to enable engagement and support.	Corporate Director – Communities/ Interim Head of Operations - Community Services/ Community Asset Transfer Officer	Recommendations circulated requesting response – to be provided.	
14 July 2025	Community Asset Transfer (CAT) Update	The Committee discussed the reasons, including financial considerations, that clubs and community groups opt into the CAT process or not, including that the CAT route enables external funding bids to be made by clubs and community groups and **requested** a	Corporate Director – Communities/ Interim Head of Operations - Community Services/	Recommendations circulated requesting response – to be provided.	

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Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
		list of external funding available to such organisations.	Community Asset Transfer Officer		
14 July 2025	Community Asset Transfer (CAT) Update	The Committee **requested** that, in the interests of transparency, minutes of meetings of the CAT Steering Group be circulated to Members of the Committee.	Corporate Director – Communities/ Interim Head of Operations - Community Services	Recommendations circulated requesting response – to be provided.	
14 July 2025	Community Asset Transfer (CAT) Update	The Committee **requested** that they be advised when Cabinet are due to consider a report on the future of major parks in the County Borough	Corporate Director – Communities/ Interim Head of Operations - Community Services	Recommendations circulated requesting response – to be provided.	
14 July 2025	Community Asset Transfer (CAT) Update	The Committee **requested** a written update regarding the current lease and financial status and condition of the two pavilions at Newbridge Fields.	Corporate Director – Communities/ Interim Head of Operations - Community Services/ Community Asset Transfer Officer	Recommendations circulated requesting response – to be provided.	
29 Sep 2025	UK Shared Prosperity Fund and Social Housing Allocation Policy	Various – drafted / to be circulated	Senior Democratic Servies Officer - Scrutiny		

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Communities, Environment and Housing Overview and Scrutiny Committee
RECOMMENDATIONS MONITORING ACTION SHEET 2024-2025

Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
17 February 2025	Climate Change Response and Decarbonisation Activity Bridgend County Borough	The Committee expressed concern and **requested** an explanation setting out why the cross-party Member Committee to oversee the Climate Emergency Response Programme, agreed by Cabinet on 30 June 2020, had not been established and instead, that the Subject Overview Scrutiny Committee 3 had been given the remit for Climate Change and Nature and **recommended** that consideration be given to the cross-party Member Committee being established for the purposes intended.	Corporate Director for Communities/ Head of Operations – Community Services/ Climate Change Response Manager	Recommendations circulated requesting response – to be provided. Chased.	
17 February 2025	Climate Change Response and Decarbonisation Activity Bridgend County Borough	The Committee was advised that the Bridgend 2030 Net Zero Carbon Strategy (the Strategy) was under review and that a report would be presented to a subsequent meeting of the Committee providing detail on what had been accomplished, the achievability of the ambitions and the necessary steps to progress it. The Committee welcomed the proposed report but expressed their disappointment that it appeared that	Corporate Director for Communities/ Head of Operations – Community Services/ Climate Change Response Manager	Recommendations circulated requesting response – to be provided. Chased.	

Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
		some aspects of the plan would not work and therefore were taken no further and their concern that there did not appear to be any delivery or decisive action taken in relation to the Strategy which was already at its halfway stage. The Committee therefore **recommended** that an action plan be put in place to include detail on the following: - Timescales; - The objectives and achievement attained; - How the public are being engaged and listened to, including the means by which the community are engaged; and - The possibility of an annual engagement day.			
17 February 2025	Climate Change Response and Decarbonisation Activity Bridgend County Borough	The Committee discussed the impact of river flooding in the Valley areas causing erosion of the riverbank and encroaching onto gardens, fence lines and properties, acknowledged that it was a worrying situation for a those affected and **recommended** that the Council approach Welsh Government to request some safeguarding for those	Corporate Director for Communities/ Head of Operations – Community Services/ Climate Change Response Manager	Recommendations circulated requesting response – to be provided. Chased.	

Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
		individuals who may be in danger of flooding to their homes and property in the future.			
17 February 2025	Climate Change Response and Decarbonisation Activity Bridgend County Borough	Members were advised that the expectations arising from the Senedd Climate Committee's Halting and Reversing the Loss of Nature by 2023 report remain unclear as Welsh Government had yet to respond to the recommendations contained within. The Committee **recommended** that a letter be written to Welsh Government asking when a response is to be expected, in order to provide an understanding of the potential impact and challenges those recommendations could have on local authorities.	Corporate Director for Communities/ Head of Operations – Community Services/ Climate Change Response Manager	Recommendations circulated requesting response – to be provided. Chased.	
17 February 2025	Climate Change Response and Decarbonisation Activity Bridgend County Borough	The Committee **requested** further detail/information regarding the national position, across all 22 Welsh local authorities, setting out their approach to Climate Change and Decarbonisation. The Committee expressed that it was important that Bridgend's Strategy aligns with other local authorities recognising that carbon capture does not stop at boundary lines. In addition, the Committee discussed the existence of strategic development plans for	Corporate Director for Communities/ Head of Operations – Community Services/ Climate Change Response Manager	Recommendations circulated requesting response – to be provided. Chased.	

Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
		planning large scale properties and queried why there was no equivalent plan for Net Zero Carbon 2030 and **recommended** that consideration be given to including this in a future report to the Committee.			
17 February 2025	Climate Change Response and Decarbonisation Activity Bridgend County Borough	The Committee **requested** a copy of the Climate Change Risk Assessment which was undertaken in partnership with the Cwm Taf Morgannwg Public Service Board (PSB) and highlighted 11 climate risk priority areas across the PSB. The Committee also **requested** information regarding the actions being taken by the Health Board to respond to the action plan including any works to their buildings within the County Borough to make them more energy efficient.	Corporate Director for Communities/ Head of Operations – Community Services/ Climate Change Response Manager	Recommendations circulated requesting response – to be provided. Chased.	
17 February 2025	Climate Change Response and Decarbonisation Activity Bridgend County Borough	The Committee **requested** further information regarding the Bridgend Local Nature Partnership to include details of its membership, how often it meets and its agenda in order to understand whether it could be used as a key engagement tool.	Corporate Director for Communities/ Head of Operations – Community Services/ Climate Change Response Manager	Recommendations circulated requesting response – to be provided. Chased.	

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Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
17 February 2025	Climate Change Response and Decarbonisation Activity Bridgend County Borough	Members discussed Electric Vehicle charging points, how long it took to complete repairs and whose responsibility it was to do so. Whilst the Committee acknowledged that it had been necessary for public bodies to lead the way in installing electric vehicle charging points, there was now an increased demand and need for higher voltage charging points. The Committee therefore **requested** whether consideration should be given to the Council leaving the market and facilitating the supply by private companies.	Corporate Director for Communities/ Head of Operations – Community Services/ Climate Change Response Manager	Recommendations circulated requesting response – to be provided. Chased.	
17 February 2025	Climate Change Response and Decarbonisation Activity Bridgend County Borough	The Committee **requested** information regarding how much of the £1.4m funding for electric vehicles and infrastructure had been spent on infrastructure, why the Council was not deriving an income from it and regarding the public charging points commissioned by the Cardiff Capital Region on Council land: - Whether there was shared revenue? - Were there possibilities for revenue generation?	Corporate Director for Communities/ Head of Operations – Community Services/ Climate Change Response Manager	Recommendations circulated requesting response – to be provided. Chased.	

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Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
		- Whether capital expenditure to generate revenue been investigated?			
7 April 2025	Bridgend County Borough Net Zero Strategy Review	The Committee discussed the challenges of the Authority achieving Net Zero Carbon 2030 and **recommended** that consideration be given to approaching the Welsh Local Government Association (WLGA) to seek clarity as to the current status of strategies to reach net zero by 2030 in the other Welsh local authorities, following which, if other Welsh local authorities are experiencing similar challenges, the Committee further **recommended** that a follow-up request be made to ask the WLGA to make the Welsh Government aware of the situation and consider extending its net zero carbon strategy from 2030 to align it with that of the UK Government, to reach net zero by 2050.	Corporate Director for Communities/ Head of Operations – Community Services/ Group Manager – Economy, Natural Resources and Sustainability	Recommendations circulated requesting response – to be provided. Chased.	
7 April 2025	Bridgend County Borough Net Zero Strategy Review	The Committee **recommended** that the final version of the report by the Carbon Trust provide clarity as to the governance arrangements for the strategy including Member representation, for clear political leadership.	Corporate Director for Communities/ Head of Operations – Community Services/ Group Manager –	Recommendations circulated requesting response – to be provided. Chased.	

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Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
			Economy, Natural Resources and Sustainability		
7 April 2025	Bridgend County Borough Net Zero Strategy Review	The Committee **recommended** that the strategy include focus on practical and achievable goals and that the carbon footprint of the supply chain be an appropriate priority.	Corporate Director for Communities/ Head of Operations – Community Services/ Group Manager – Economy, Natural Resources and Sustainability	Recommendations circulated requesting response – to be provided. Chased.	
7 April 2025	Bridgend County Borough Net Zero Strategy Review	The Committee **recommended** that the revised strategy be shared for a 12-week public consultation, as there was a need to engage with the public and obtain views of residents and stakeholders of the county borough.	Corporate Director for Communities/ Head of Operations – Community Services/ Group Manager – Economy, Natural Resources and Sustainability	Recommendations circulated requesting response – to be provided. Chased.	

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