

Public Document Pack
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: Gwasanaethau Democrataidd

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

Dyddiad/Date: Dydd Llun, 6 Gorffennaf 2026

Annwyl Cyngorydd,

PWYLLGOR TROSOLWG A CHRAFFU CYMUNEDAU, YR AMGYLCHEDD A THAI (PWYLLGOR TROSOLWG A CHRAFFU PWNC 3 YN FLAENOROL)

Cynhelir Cyfarfod Pwyllgor Trosolwg a Chraffu Cymunedau, yr Amgylchedd a Thai o bell drwy Microsoft Teams ar **Dydd Llun, 13 Gorffennaf 2026 am 16:00.**

AGENDA

1 Ymddiheuriadau am absenoldeb

Derbyn ymddiheuriadau am absenoldeb gan Aelodau.

2 Datganiadau o fuddiant

Derbyn datganiadau o ddiddordeb personol a rhagfarnol (os o gwbl) gan Aelodau / Swyddogion yn unol â darpariaethau'r Cod Ymddygiad Aelodau a fabwysiadwyd gan y Cyngor o 1 Medi 2008.

3 Cymeradwyaeth Cofnodion

5 - 10

I dderbyn am gymeradwyaeth y Cofnodion cyfarfod y 15/06/26.

- 4 Diweddariad ar Gynllun Meistr Canol Tref Pen-y-bont ar Ogwr 11 - 22
- Gwahoddwyr:
- Y Cynghorydd Colin Davies - Aelod y Cabinet dros Adfywio a Thai
- Janine Nightingale – Cyfarwyddwr Corfforaethol – Cymunedau
Martin Morgans - Pennaeth Gwasanaeth – Parth Cyhoeddus
Delyth Webb - Rheolwr Grŵp - Adfywio Strategol
- 5 Strategaeth Sero Net Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr 23 - 82
- Gwahoddwyr:
- Y Cynghorydd Eugene Caparros - Aelod y Cabinet dros Gymunedau a'r Amgylchedd (Rhannu Swydd)
Y Cynghorydd Gary Haines - Aelod y Cabinet dros Gymunedau a'r Amgylchedd (Rhannu Swydd)
- Janine Nightingale – Cyfarwyddwr Corfforaethol - Cymunedau
Martin Morgans – Pennaeth Gwasanaeth – Parth Cyhoeddus
Ieuan Sherwood - Rheolwr Grŵp - Mannau Gwyrdd a Chynaliadwyedd
Paul Smith - Rheolwr Rhaglen Datgarboneiddio
- 6 Strategaeth Codi Tâl Cerbydau Trydan Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr – Ôl-ymgyngori 83 - 148
- Gwahoddwyr:
- Y Cynghorydd Eugene Caparros - Aelod y Cabinet dros Gymunedau a'r Amgylchedd (Rhannu Swydd)
Y Cynghorydd Gary Haines - Aelod y Cabinet dros Gymunedau a'r Amgylchedd (Rhannu Swydd)
- Janine Nightingale – Cyfarwyddwr Corfforaethol - Cymunedau
Martin Morgans – Pennaeth Gwasanaeth – Parth Cyhoeddus
Ieuan Sherwood - Rheolwr Grŵp - Mannau Gwyrdd a Chynaliadwyedd
Peter Carlick - Rheolwr Datblygu Cynaliadwy
- 7 Casgliadau ac Argymhellion
- 8 Diweddariad Rhaglen Gwaith 149 - 164
- 9 Materion Brys
- I ystyried unrhyw eitemau o fusnes y, oherwydd amgylchiadau arbennig y cadeirydd o'r farn y dylid eu hystyried yn y cyfarfod fel mater o frys yn unol â Rhan 4 (pharagraff 4) o'r Rheolau Trefn y Cyngor yn y Cyfansoddiad.

Nodyn: Bydd hwn yn gyfarfod Hybrid a bydd Aelodau a Swyddogion mynychu trwy Siambr y Cyngor, Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont ar Ogwr / o bell Trwy Timau Microsoft.

Bydd y cyfarfod cael ei recordio i'w drosglwyddo drwy wefan y Cyngor. Os oes gennych unrhyw gwestiwn am hyn, cysylltwch â cabinet_committee@bridgend.gov.uk neu ffoniwch 01656 643148 / 643694 / 643513 / 643159.

Yn ddiffuant

K Watson

Prif Swyddog, Gwasanaethau Cyfreithiol a Rheoleiddio, AD a Pholisi Corfforaethol

Dosbarthiad:

Cynghorwr:

JPD Blundell

O Clatworthy

RJ Collins

C L C Davies

P Davies

P Ford

P Jenkins

W J Kendall

M Lewis

J E Pratt

G Walter

I Williams

MJ Williams

T Wood

This page is intentionally left blank

COFNODION CYFARFOD O'R PWYLLGOR TROSOLWG A CHRAFFU CYMUNEDAU, YR AMGYLCHEDD A THAI (PWYLLGOR TROSOLWG A CHRAFFU PWNC 3 YN FLAENOROL) GYNHALIWDYD HYBRID YN SIAMBR Y CYNGOR - SWYDDFEYDD DINESIG, STRYD YR ANGEL, PEN-Y-BONT AR OGWR, CF31 4WB YMLAEN DYDD LLUN, 15 MEHEFIN 2026 YN 16:00

Presennol

Y Cynghorydd JPD Blundell – Cadeirydd

O Clatworthy

I Williams

T Wood

Presennol o bell

RJ Collins
M Lewis

C L C Davies
J E Pratt

P Davies
MJ Williams

W J Kendall

Ymddiheuriadau am Absenoldeb

Y Cynghorydd Graham Walter
Jake Morgan, Prif Weithredwr

Gwahoddedigion

Y Cynghorydd John Spanswick
Y Cynghorydd Eugene Caparros
Y Cynghorydd Gary Haines
Y Cynghorydd Colin Davies

Aelod Cabinet Cymunedau
Aelod y Cabinet dros Gymunedau a'r Amgylchedd (Rhannu Swydd)
Aelod y Cabinet dros Gymunedau a'r Amgylchedd (Rhannu Swydd)
Aelod y Cabinet dros Adfywio a Thai

Kelly Watson
Janine Nightingale
Martin Morgans
Jason Bale
Christina Hill
Jonathan Parsons

Prif Swyddog - Gwasanaethau Cyfreithiol, Rheoliadol ac Etholiadol
Cyfarwyddwr Corfforaethol - Cymunedau
Pennaeth Gwasanaeth – Parth Cyhoeddus
Rheolwr Gweithredol Menter a Gwasanaethau Arbenigol - Gwasanaeth Rheoleiddio a Rennir
Pennaeth y Gwasanaeth Rheoleiddio a Rennir
Rheolwr Grŵp Gwasanaethau Cynllinio a Datblygu

Cynrychiolwyr o Dwr Cymru Welsh Water
Cynrychiolwyr o Cyfoeth Naturiol Cymru

Swyddogion:

Lucy Beard
Stephen Griffiths

Swyddog Craffu
Swyddog Gwasanaethau Democrataidd – Pwyllgorau

Datganiadau o Fuddiannau

Y Cynghorydd Martin Williams – Personol – Eitem 4 - Cyflogaeth flaenorol fel Cyfarwyddwr Cymru o fewn cadwyn gyflenwi Dŵr Cymru ac wedi gweithio yn y diwydiant dŵr, ond nid yng Nghymru.

Y Cynghorwyr Jonathan Pratt, Ian Williams and Richard Collins – Personol – Eitem 5 – Aelodau’r Pwyllgor Rheoli Datblygu

128. Cymeradwyaeth Cofnodion

Y Penderfyniad a Wnaed	<u>PENDERFYNWYD:</u> Cymeradwyo cofnodion cyfarfodydd Pwyllgor Trosolwg a Chraffu y Cymunedau, yr Amgylchedd a Thai dyddiedig 3 Tachwedd 2025 a 8 Rhagfyr 2025 fel cofnod gwir a chywir.
Dyddiad Gwneud y Penderfyniad	15 Mehefin 2026

129. Materion Ansawdd Dŵr Ymdrochi ac Effeithiau Afon Ogwr

Y Penderfyniad a Wnaed	<u>PENDERFYNWYD:</u> Yn dilyn ystyriaeth fanwl a thrafodaethau gydag Aelodau Cabinet, Uwch Swyddogion a Gwahoddedigion Allanol, gwnaeth y Pwyllgor yr argymhellion a'r ceisiadau canlynol am wybodaeth ychwanegol: <u>Argymhellion:</u> 1. O ystyried yr ansawdd dŵr gwael a adroddwyd yn Aberogwr, a bod y rhai sy'n ymdrochi yn y dyfroedd ar ochr arall yr afon, ym Merthyr Mawr / Drenewydd yn Notais, yn anymwybodol a oedd y dŵr yn ddiogel i ymdrochi ynddo heb fonitro, argymhellodd y Pwyllgor y dylid ystyried cais i Lywodraeth Cymru am ddynodi Drenewydd yn Notais yn ddyfroedd ymdrochi o dan y Rheoliadau Dyfroedd Ymdrochi, gan ystyried yr effaith ar bob defnyddiwr e.e. ymdrochwyr, clybiau cychod bach, cerddwyr cŵn, ac ati, ac yn y cyfamser archwilio opsiynau ar gyfer monitro ansawdd dŵr ym Merthyr Mawr / Drenewydd yn Notais.
------------------------	--

	2. O ystyried pwysigrwydd diogelwch yr holl ddefnyddwyr, argymhellodd y Pwyllgor y dylid ystyried archwilio ac ymchwilio i'r potensial o gymryd camau yn erbyn Dŵr Cymru Welsh Water (DCWW) ar sail niwsans statudol, iechyd yr amgylchedd ac iechyd y cyhoedd. 3. Trafododd y Pwyllgor y glawiad cynyddol a'r tywydd eithafol sy'n cael ei brofi a'r effaith gynyddol ar yr afonydd sy'n llifo i mewn i Afon Ogwr ac argymhellodd archwilio opsiynau ar gyfer lliniaru effeithiau glawiad gormodol ar draws y Fwrdeistref Sirol. <u>Gwybodaeth ychwanegol y gofynnwyd amdani:</u> 4. Gofynnodd y Pwyllgor am dderbyn adroddiadau cynnydd rheolaidd. 5. Croesawodd y Pwyllgor y drafodaeth gyffredinol am ymyriadau, ond gofynnodd am fanylion mwy technegol mewn adroddiadau i'r Pwyllgor yn y dyfodol, gan gynnwys, yn benodol, camau lliniaru ac amserlenni arfaethedig e.e. manylion sawl carthffos oedd i'w hail-leinio, ble y dylid gosod systemau Gorlif Carthion Cyfun neu erddi glaw, ac ati a sut y gallai'r Awdurdod weithio gyda DCWW e.e. i wahanu dŵr glaw o'r system garthffosiaeth, ac ati. 6. Gofynnodd y Pwyllgor am ddosbarthu'r cyflwyniadau a wnaed gan gynrychiolwyr o DCWW a Cyfoeth Naturiol Cymru i holl Aelodau'r Pwyllgor.
Dyddiad Gwneud y Penderfyniad	15 Mehefin 2026

130. Adroddiad Archwilio Cymru - Gwasanaeth Cynllunio a Datblygu Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr

Y Penderfyniad a Wnaed	<u>PENDERFYNWYD:</u> Yn dilyn ystyriaeth fanwl a thrafodaethau gydag Aelod o'r Cabinet ac Uwch Swyddogion, gwnaeth y Pwyllgor yr argymhellion canlynol: Argymhellion: 7. Argymhellodd y Pwyllgor roi ystyriaeth frys i ddigonolrwydd cyllid y Gwasanaeth. 8. Trafododd y Pwyllgor ganfyddiad y cyhoedd o'r broses Rheoli Datblygu (RhD) ac argymhellodd ddarparu mwy o gyfathrebu a gwella ymwybyddiaeth y cyhoedd o'r broses gynllunio, yn enwedig o ran
------------------------	---

	ceisiadau ac ymgynghoriadau cynllunio ar raddfa fawr.
	9. Trafododd y Pwyllgor hefyd achosion pan fydd y Pwyllgor RhD yn gwrthod cais yr argymhellwyd i'w gymeradwyo ac argymhellodd ystyried rhoi cymorth priodol gan swyddogion i Aelodau Pwyllgor RhD gyda chwblhau eu rhesymau dros wrthod cais cynllunio.
Dyddiad Gwneud y Penderfyniad	15 Mehefin 2026

131. Enwebiad Hyrwyddwr Rhianta Corfforaethol

Y Penderfyniad a Wnaed	<u>PENDERFYNWYD:</u> Enwebu'r Cynghorydd Owain Clatworthy i gynrychioli'r Pwyllgor Trosolwg a Chraffu Corfforaethol fel un wedi ei wahodd i gyfarfodydd Pwyllgor Rhianta Corfforaethol y Cabinet.
Dyddiad Gwneud y Penderfyniad	15 Mehefin 2026

132. Adroddiad Gwybodaeth - Perfformiad Corfforaethol Chwarter 3 2025-26

Y Penderfyniad a Wnaed	<u>PENDERFYNWYD:</u> Ystyriodd y Pwyllgor gynnwys adroddiad Perfformiad Corfforaethol Chwarter 3 2025-26, Dangosfwrdd Perfformiad Corfforaethol Chwarter 3 2025-26 a'r Traciwr Rheoleiddiol a ddiweddarwyd ar gyfer Chwarter 3 2025-26 o fewn cylch gorchwyl y Pwyllgor, ac ystyriodd y dangosfwrdd a'r traciwr wrth ystyried adroddiad Blaenraglen Waith y Pwyllgor.
Dyddiad Gwneud y Penderfyniad	15 Mehefin 2026

133. Diweddariad am y Flaenraglen Waith

Y Penderfyniad a Wnaed	<u>PENDERFYNWYD:</u> Cymeradwyodd y Pwyllgor y Flaenraglen Waith yn Atodiad A yn amodol ar gynnwys y canlynol, nododd y Daflen Gweithredu Monitro Argymhellion yn Atodiad B i olrhain ymatebion i Argymhellion y Pwyllgorau a wnaed mewn cyfarfodydd blaenorol, a nododd y byddai'r Flaenraglen Waith, a gymeradwywyd gan y Pwyllgor, yn cael ei hadrodd i gyfarfod nesaf y Pwyllgor Trosolwg a Chraffu Corfforaethol er gwybodaeth: a. Gofynnodd y Pwyllgor am gynnal Cyfarfod Briffio Aelodau i roi'r wybodaeth ddiweddaraf am Neuadd y Dref Maesteg a Phafiliwn y Grand yn y cyfamser, tra'n aros am yr adroddiadau a drefnwyd ar gyfer cyfarfod 12 Hydref.
Dyddiad Gwneud y Penderfyniad	15 Mehefin 2026

134. Materion Brys

Y Penderfyniad a Wnaed	Dim.
Dyddiad Gwneud y Penderfyniad	15 Mehefin 2026

I arsylwi dadl bellach a gynhaliwyd ar yr eitemau uchod, cliciwch ar y [ddolen](#) hon

Terfynwyd y cyfarfod yn 19:28.

This page is intentionally left blank

Meeting of:	COMMUNITIES, ENVIRONMENT AND HOUSING OVERVIEW AND SCRUTINY COMMITTEE
Date of Meeting:	13 JULY 2026
Report Title:	BRIDGEND TOWN CENTRE MASTERPLAN UPDATE
Report Owner: Responsible Chief Officer / Cabinet Member	CORPORATE DIRECTOR COMMUNITIES
Responsible Officer:	DELYTH WEBB GROUP MANAGER STRATEGIC REGENERATION
Policy Framework and Procedure Rules:	There is no effect upon policy framework or procedure rules.
Executive Summary:	To provide an update on the Bridgend Town Centre Masterplan (2021), to include: • Summary of the review and update of the Bridgend Town Centre Masterplan • Overview of individual project progress

1. Purpose of Report

- 1.1. The purpose of this report is to provide an update to the Committee on the Bridgend Town Centre Masterplan (2021), the projects resulting from it that have been delivered or are in course of being delivered, and the next steps proposed to update the Masterplan.

2. Background

- 2.1. The Bridgend Town Centre Masterplan was completed in December 2021, and outlines a vision for a liveable and vibrant place. The vision brings together enterprise, employment, education, in-town living, shopping, culture, tourism and well-being in the context of an historic setting.

- 2.2. The Masterplan's purpose is to be a dynamic long-term planning document that offers a theoretical layout, building on the Town's many strengths, to guide future regeneration and growth. It also provides analysis, recommendations, and proposals for the Town Centre. It complements the Replacement Local Development Plan ("RLDP" adopted March 2024), and ensures that the Masterplan accounts for national Planning Policy (**Future Wales**: the national plan 2040), in its recommendations.
- 2.3. Bridgend Town Centre consists of a variety of uses which form the basis of eight development zones within the existing Masterplan:
- The Railway Station Area
 - Brackla, Nolton and Oldcastle
 - The Retail Core
 - Café and Cultural Quarter
 - The Northern Gateway
 - Riverside
 - Newcastle
 - Sunnyside
- 2.4. A 12 week public consultation was held from 7th December 2020 to 1st March 2021. 1,402 responses and/or interactions were received from a combination of survey completions, social media engagements, emails and letters and engagement sessions. The Masterplan and consultation exercise were discussed at length at a combined meeting of the Subject Overview and Scrutiny Committee 3 and the Corporate Overview and Scrutiny Committee on 26 April 2021. Following this meeting a report was taken to Cabinet on 22 June 2021, to review the outcome of the public consultation process and endorse the finalisation of the Masterplan.
- 2.5. The Masterplan is a combined response to the regeneration and development potential for Bridgend Town Centre, from both Bridgend County Borough Council (BCBC) and partner organisations operating within the Town Centre.

3. **Current Situation / proposal**

Project Update – Bridgend Town Centre Masterplan (2021)

3.1 Bridgend Town Centre Masterplan (2021) Review

The Bridgend Town Centre Masterplan is now five years old. While it does retain some relevance and continues to provide an effective strategic framework for guiding investment, development, regeneration, and economic growth, a review is required to reflect changes since it was published. Changes include the significant increase in online retail activity and changes in public lifestyle and behaviours, such as hybrid working, since the pandemic. These changes have had an impact on the Town Centre but may support a move to a more mixed- use economy.

Several projects identified within the accompanying *Action Plan* have now been completed or are nearing completion. A review is therefore needed to assess their impact on adjacent sites and wider Town Centre opportunities.

The key changes since the Masterplan was prepared include:

- Delivery of several priority projects
- Changes in ownership of key development sites
- Emergence of new development opportunities
- Adoption of the Bridgend County Borough Replacement Local Development Plan (RLDP) 2018–2033, operative from 13 March 2024

In light of these changes, the Masterplan requires updating to ensure that it remains relevant, deliverable and aligned with current policies and priorities.

3.2 Masterplan Review Commission

A multidisciplinary consultancy team with expertise in planning, urban design, regeneration, transportation and stakeholder engagement has been appointed to review the Bridgend Town Centre Masterplan (2021), and prepare an Addendum and updated Action Plan.

The review will:

- Reflect significant changes since the original Masterplan was adopted
- Align with current and committed development proposals
- Strengthen and consolidate the Town Centre core
- Improve connectivity and support long-term regeneration objectives
- Ensure consistency with the Bridgend County Borough Replacement Local Development Plan (RLDP for period 2018–2033), and the Retail and Commercial Supplementary Planning Guidance adopted 24 September 2025 (Retail SPG).

3.3 Development Zone B - Review and Options Analysis

As part of the Commission, a high-level review and options appraisal of *Development Zone B* (Brackla, Nolton & Oldcastle) will be undertaken, including consideration of its relationship with Development Zone C (Retail Core). This work will also ensure alignment with the RLDP and the Retail SPG.

3.4 As part of the Masterplan review there will proportionate engagement with key stakeholders, including:

- Landowners
- Statutory bodies
- Internal BCBC officers
- BCBC Cabinet Members and Bridgend Town Members
- Bridgend Town Centre Steering Group

Bridgend Town Centre Master Plan (2021) – Update on Delivery

- 3.5 Since creation of the Bridgend Town Centre Masterplan (2021), a number of projects have been completed or are in development. The Masterplan was, at that time, a comprehensive plan covering projects of various scale and value; the details below provide an overview of the variety of projects which have been completed or are in progress:

Bridgend College Campus – Bridgend Town Centre

- 3.6 The relocation of Bridgend College's Learning and Skills Campus to Cheapside is one of the first projects to be delivered under the Bridgend Town Centre Masterplan (2021). As a strategic partner, Bridgend College committed to take a Town Centre first approach to support their own changing requirements in addition to supporting investment into the Town Centre. The project has been supported by BCBC funding of (£358,608.00) and '*Transforming Towns*' (£705,997.10) to acquire the site. The total investment in the 13,000 sqm project totals circa £80m and, whilst progress is visible, the project will complete in Autumn 2026 and open to students in January 2027. The building will include a 200-seat theatre and professional-grade dance studios, cutting-edge design workshops and salons.
- 3.7 This project will act as an anchor project for investment in the Town, supporting further investment, redevelopment and driving footfall with 1,000 staff and students expected to come into the Town Centre daily.

Property Improvements/ Vacant Properties

- 3.8 A number of opportunities for empty properties in Bridgend Town Centre were identified through the Masterplan. Within existing resource limits, derelict empty properties are being prioritised for action through inclusion on the Welsh Government (WG) action plan, which is monitored by the *BCBC Empty Properties Working Group*. This Group has been successful in removing three empty commercial properties located in Bridgend Town Centre from the WG action plan.
- 3.9 A review of empty commercial properties in the County Borough is currently underway to replace these former priorities on the WG action plan. The purpose of the WG action plan is to monitor condition of the properties included and to take any necessary steps for enforcement action as a last resort.
- 3.10 The '*Transforming Towns*' grant programme funded by Welsh Government, has supported businesses and organisations in Bridgend Town Centre to redevelop their properties (Please see 'Private Grant Recipients' in the table under 8.3 for financial information). An essential requirement of the *Transforming Towns* funding is alignment with the Bridgend Town Centre Masterplan (2021), and all projects so funded have been clearly aligned with the aims of delivering the priorities and aspirations of the Masterplan.

Wyndham House Redevelopment

- 3.11 The Wyndham House scheme is a project identified within the *Café and Cultural Zone* of the Bridgend Town Centre Masterplan. Valleys to Coast ("V2C" housing association), have committed to relocating their head office to the Town Centre, and

late last year 2025 acquired Wyndham House with investment from the Transforming Towns programme. Valleys to Coast have worked in collaboration with the BCBC Regeneration team to source and draw down this grant funding from Welsh Government.

- 3.12 The works involve a programme of refurbishment and conversion, combining modern design standards with heritage-led conservation principles. The new Valleys to Coast office space will provide a flexible and collaborative environment designed to meet future working practices while the ground floor will feature a high quality cafe alongside two small kiosk units enhancing the Town's cultural leisure and retail offer. The residential element will deliver much needed affordable apartments designed to modern standards.
- 3.13 The project will provide new employment, and housing uses and actively contribute to the long-term sustainability, vibrancy and well-being of the Town.

Sunnyside Health and Wellness Development

- 3.14 Sunnyside Health and Wellness Village is an approved housing and healthcare development scheme which will provide 59 homes on Glan-Y-Parc to the west of the Town Centre, and forms part of the Masterplan's *Sunnyside Development Zone*. In addition to the housing, a healthcare centre will include a GP practice, a pharmacy, specialist dentist unit and other specialist services.
- 3.15 Steady progress at Sunnyside Health and Wellness Village is being made, with the first 18 houses and health centre due for completion this summer (2026). The final houses, bungalows and apartments will be completed later in 2026.
- 3.16 The Welsh Government's Targeted Regeneration Investment (TRI) programme has supported the infrastructure element of the scheme with a grant totalling £315,268.

The Rhiw Shopping Centre

- 3.17 BCBC purchased the Rhiw Shopping Centre in March 2026 with the support of Welsh Governments *Transforming Towns* strategic acquisition funding. This has given a new opportunity for BCBC to lead in the re-development of a major flagship strategic site in the Town Centre.
- 3.18 The property, originally built in 1972 and refurbished in 1994, sits at the heart of Bridgend's retail core and is identified in the Bridgend Town Centre Masterplan (2021) as a key site for regeneration. The vision for Bridgend is to create a vibrant, mixed-use environment that promotes growth, resilience, well-being, and identity, while strengthening its role as a hub for shopping, leisure, culture and employment. There is significant momentum surrounding the Town Centre, driven by the Local Authority's commitment to developing strategic assets.
- 3.19 A RIBA Stages 0–1 optioneering exercise has been commissioned to focus on developing a strategic definition for redevelopment. This will be used to inform future discussions with key stakeholders and will also support the development of funding bids.

- 3.20 Proposals will explore opportunities for a mixed-use scheme incorporating retail, leisure, office and residential elements, while respecting the Bridgend Town Centre Conservation Area and enhancing the architectural character of the Town Centre. Once plans are available Cabinet members will be consulted prior to wider consultation.
- 3.21 Further development funding is now required to appoint a multi-disciplinary team to undertake concept stage design development that align with the site analysis, project brief, and spatial requirements. A funding bid is currently being prepared to submit to Welsh Government to support this phase.
- 3.22 Alongside the future design work, a number of other supportive workstreams are underway which include:
- an assessment of the economic, social and community benefits of a proposed development
 - discussions with potential future users of the redevelopment (e.g. education providers, housing, police, health services), and developers
 - Preparation of a Demolition Plan

Bridgend Town Centre Access

- 3.23 The Bridgend Town Centre Regeneration Masterplan (2021) assessed the findings from previous Bridgend Town Centre access studies and suggested that options for improved Town Centre access should be explored further through a feasibility study.
- 3.24 A number of studies have been undertaken and the implementation of an 18-month Experimental Traffic Regulation Order (ETRO) has been put in place since April 2026, which includes:
- the extension of loading and unloading hours to 11:00 hours and recommencement after 16:00 hours
 - the conversion of underutilised taxi bays on Derwen Road to Blue Badge parking bays

Work is continuing to finalise the completion of the safety risk assessments to permit cycling within the pedestrianised zone. This is expected to be completed by July 2026.

Future reports will be presented to Cabinet proposing a permanent position in respect of the ETRO.

- 3.25 Funding for the above has been supported through a number of funding streams, including the Transforming Towns programme, Shared Property Fund (SPF) and BCBC.

Town Centre Parking

- 3.26 Parking surveys have been commissioned to understand the parking needs for the Town Centre and to provide supporting data which will help us understand current parking levels across the Town. The surveys will look at location, capacity and turnover. This will help inform how the Council balances new development in the Town with the required parking needs going forward. In turn this work will form the basis of a new parking plan for the Town Centre.

Bridgend Town Centre Café and Cultural Quarter Options Appraisal

- 3.27 The *Café and Culture Quarter* is a priority project identified through the Bridgend Town Centre Masterplan (2021). Identified as *Development Zone D* in the Masterplan; it includes the areas of Dunraven Place, the western part of Wyndham Street and Elder Street. An options appraisal was commissioned to identify and test regeneration options in order to progress the creation of a *Café and Culture Quarter*, which aims to re-establish the heart of Bridgend Town Centre. This was funded through the WG *Transforming Towns* funding. Four concept designs were developed through stakeholder consultation and extensive baseline research. The report findings, together with the Town Centre Access Study, inform the next steps for Zone D's development.
- 3.28 V2C's Wyndham House development forms part of the Café and Cultural quarter options and will have a significant impact on Zone D as the Masterplan review progresses.
- 3.29 A small intervention within this Zone D was the installation of a new suite of events lighting in Dunraven Place funding by the UK Shared Prosperity Funding (SPF) . The lights contribute to the key public realm location of the War Memorial. The new lighting is an up-to-date, eco-friendly option that allows for a range of lighting displays to be programmed that will enhance numerous celebrations and awareness campaigns throughout the calendar year.
- 3.30 A new collaborative project is currently being developed by BCBC Regeneration in Zone D, in partnership with Bridgend College and Cambria House's leaseholder. The project will see Bridgend College student's artwork displayed along the vacant row of units on Wyndham Street. This will improve the look of the high street and bring public art to Zone D, aligning with the cultural history and ambition of the area.

Bridgend Town Centre Green Infrastructure Strategy

- 3.31 Green Infrastructure (GI) is highlighted as one of the ten key objectives in the Bridgend Town Centre Regeneration Masterplan (2021), with a recommendation to create a *Green Infrastructure (GI) Strategy* for the Town Centre. The GI Strategy was completed in April 2025, and sets out clearly next steps for the implementation of the GI Strategy within the Town Centre, through Nature Based solutions at specifically targeted Action / Project Areas.
- 3.32 A Green Infrastructure project is currently underway. The aim of the project is to bring life, growth and colour to the Town Centre as part of its regeneration and renewal.

The proposals include integrating trees, shrubs and flowers into the streetscape, including:

- Brackla Street gardens - This project was proposed to enhance a 'gateway' entrance to the Town Centre. It is sited directly opposite the new Bridgend College campus and is a focal point for many people visiting and walking across Town. The planting beds have declined due to self-seeded invasives taking over. The beds will be renewed as an area of visual appeal that will benefit pollinators, bring colour and be easy to maintain.
- Caroline Street and Adare Street – planters with trees and shrubs along the shopping streets which will add colour and vibrancy to the streets, as well as enhance biodiversity and act as traffic calmers.

3.33 The UK Governments *Pride in Place Impact Fund* (PiPIF) is funding these works to An estimated total value of £200,000.

Bridgend Town Centre Railway Station Options Appraisal and Feasibility Study

3.34 The Bridgend Town Centre Regeneration Masterplan (December 2021) also identified the following projects within the *Railway Station Development Zone* as:

- Project 1: New Station Entrance from the East
- Project 4: Station Link
- Project 5: Station Hill and Court Road Development

3.35 These projects alongside the Masterplan development were considered further in *Bridgend Railway Station Area Options Appraisal* (December 2021), and the *Station Link* proposal was designed to RIBA Stage 3 in partnership with Transport for Wales. The options within the report need further review and funding to be able to be taken forward.

Bridgend Town Centre Night Time Economy

3.36 The Masterplan highlighted the opportunities for Bridgend Town Centre's night time economy, which has grown over the past 4 years and is gaining a reputation for the number and quality of its destination restaurants. These restaurants draw people from outside the local area into the Town Centre to enjoy a unique culinary experience. Within Bridgend Town Centre there are now over ten destination restaurants which serve a wide range of cuisine including: Italian, Portuguese, French, Greek, Spanish and Japanese. The support offered through the Council's various grant schemes, including the *Transforming Towns* property improvement grant (Please see 'Private Grant Recipients' in the table under 8.3 for financial information), BCBC Start Up Grant and UK Shared Prosperity Funding (SPF) Business Development Fund have helped grow a vibrant hospitality sector in Bridgend Town Centre.

Bridgend Town Centre Heritage

- 3.37 The Masterplan also identified the need for a heritage trail within and around the Town Centre of Bridgend, a designated Conservation Area. Following the completion of the Masterplan, BCBC commissioned a *Heritage Scoping Study* to review the current heritage information and resources that BCBC had developed, both digitally and physically over the previous ten years. In 2023, BCBC commissioned the design of a self-guided heritage trail around the Town Centre, linking key points of interest and providing physical interpretation to raise awareness of the heritage trail at various points throughout the Town Centre. Working in collaboration with the BCBC *Destination Management/Tourism* team, a digital version of the heritage trail was also commissioned. The heritage trail was launched in 2024 and funded by Transforming Towns (£15,000 (*included in the total BCBC project figure in the table under paragraph 8.3*)) and BCBC (£10,000). Paper versions of the heritage trail are available at key locations including Civic Offices, Bridgend Library, Carnegie House and Bridgend Town Hall. Bridgend Town Council collaborated on this project and agreed to take on the maintenance of the panels, once all legal agreements were arranged.
- 3.38 The Red Telephone Boxes on Court Road: BCBC identified the pair of Grade II Listed (11365) K6 Red Telephone Boxes, Court Road CF31 1BD as significant heritage structures requiring sympathetic repair. Their location, historical significance and community value make their condition, safety, security and potential reuse a priority. In 2024, the BCBC *Regeneration Team* funded a condition survey and design concepts study which paved the way to successfully applying to the Shared Prosperity Fund (SPF) for their restoration. The kiosks were removed from site and repaired by a specialist company. Recently returned, the paving in the curtilage of the Red Telephone Boxes has been sympathetically restored by BCBC Highways.

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

- 4.1 The protected characteristics identified within the Equality Act 2010, 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. This is an information report, therefore it is not necessary to carry out an Equality Impact Assessment (EIA) in the production of this report. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

Bridgend Town Centre Masterplan (2021)

- 4.2 A full EIA was carried out as part of the development of this strategy, policy or proposal. The full EIA considers the impact of the strategy, policy or proposal on the nine protected characteristics, the Socio-economic Duty and the use of the Welsh language.
- 4.3 In summary the EIA assessment has determined that;

- There would be no negative impact on those with one or more of the protected characteristics, no socio-economic disadvantage or negative impact on the use or promotion of the Welsh language.
- The projects emerging from the Masterplan will provide the opportunity to ensure that all new development is designed to be better integrated into the environment and have been highlighted to ensure they are designed in line with the Equality Act 2010.
- For the first time the Masterplan has engaged with children and young people in its development, and will ensure that projects positively encourage their engagement in the detail development and design.

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

5.1 The Well-being of Future Generations (Wales) Act 2015 Assessment based on the 5 ways of working has been considered:

- Long Term: The regeneration of Bridgend Town Centre will drive local prosperity, providing local employment opportunities and offering better environments to promote the health and well-being of those who live, work and visit the Town Centre in the long term.
- Prevention: Converting underutilised commercial space into economically productive property will help boost the profitability of the Town Centre.
- Integration: The regeneration project proposals identified will generate employment opportunities, and increase Town Centre footfall.
- Collaboration: BCBC will work in partnership with local businesses and key stakeholders in the area, undertaking consultations regarding the project proposals going forward, ensuring that the outcomes benefit the community of Bridgend and beyond.
- Involvement: Investing in a community offers a means to connect with local stakeholders. Strong, resilient communities will reinforce the regional and Welsh culture which is a key feature in promoting visitors and tourists to the area. Increased visitor numbers to the Town Centre will help the County Borough and wider region.

5.2 The proposed town-centre interventions will assist in delivering the Council's Corporate Plan well-being objectives 2025-26. In particular, contributing towards well-being objective One: A prosperous place with thriving communities.

- Promote the conditions for economic growth and prosperity, by Improve sustainable and active travel choices.
- Regenerate our town centres and Valleys.

6 Climate Change and Nature Implications

- 6.1 Any future projects progressed from the RLDP will be developed to ensure that there is no negative impact on the environment and are in line with the commitment to achieve the Council's Net Zero Carbon 2030 target.

7. Safeguarding and Corporate Parent Implications

- 7.1 There are no safeguarding or corporate parent implications arising from this report.

8. Financial Implications

- 8.1 There are no direct financial implications arising from this information report.
- 8.2 However it should be noted, as referred to in the body of this report, the significant match funding that BCBC has secured and invested, not only in some of the larger schemes but those smaller visible improvements which have been referenced.
- 8.3 The following table specifically relates to the value of *Transforming Towns* funding referred to in section 3 above, which has been levered by BCBC to support the delivery of projects within the Masterplan.

Transforming Towns Grant Programme 2022-2027 - Bridgend Town Centre			
Project	Funding received 2022-2026	Funding Committed 2026-2027	TOTAL
Placemaking Grant			
BCBC Projects	£71,074.42	£140,065.04	£211,139.46
Private Grant Recipients	£908,742.39	£237,230.28	£1,145,972.67
TOTAL	£979,816.81	£377,295.32	£1,357,112.13
Strategic Funding			
Police Station acquisition & demolition – Bridgend College Campus	£705,997.05		£705,997.05
The Rhiw acquisition	£2,450,000.00		£2,450,000.00
V2C Wyndham House	£1,386,922.57	£399,402.43	£1,786,325.00
TOTAL	£4,542,919.62	£399,402.43	£4,942,322.05
Development Funding			
Café and Cultural Quarter Appraisal	£29,995.00		£29,995.00
The Rhiw feasibility	£35,000.00		£35,000.00
V2C Bridgend Shopping Centre Feasibility	£112,998.53		£112,998.53

Wayfinding	£13,298.68		£13,298.68
TOTAL	£191,292.21		£191,292.21

- 8.4 In addition to *Transforming Towns* funding, a further £186,500 of Shared Prosperity Fund money was awarded to private schemes within the Town Centre, specifically those supporting the night time economy (as referenced in paragraph 3.36), the Red Telephone Boxes (as referenced in paragraph 3.38), and Lighting in Dunraven Place (as referenced in paragraph 3.29).
- 8.5 The Welsh Government's Targeted Regeneration Investment (TRI) programme supported the infrastructure element of the Sunnyside Health and Wellness Village scheme with a grant totalling £315,268 as referenced in paragraph 3.16.
- 8.6 The UK Governments *Pride in Place Impact Fund* (PiPIF) is supporting the Green Infrastructure scheme to an estimated total value of £200,000 as referenced in paragraph 3.32.
- 8.7 BCBC revenue and capital budgets have also supported feasibility studies, capital works and acquisition, primarily through the provision of match funding for external funding streams. As noted in 3.6, the Bridgend College Campus – Bridgend Town Centre scheme has been supported by BCBC funding of (£358,608.00). In addition, BCBC has solely funded certain feasibility projects, including the parking survey currently being undertaken, as outlined in paragraph 3.26.
- 8.8 Match funding has also been provided through private investment from grant applicants.
- 8.9 Any future scheme which has been reported on or described and which has any future financial implications for BCBC will be subject to its own Cabinet or Council report setting out any financial requirements or implications to support its development.

9. Recommendations

- 9.1 That the Communities, Environment and Housing Overview and Scrutiny Committee note the report.
- 9.2 That the Communities, Environment and Housing Overview and Scrutiny Committee will stand ready to accept a report on the Masterplan review and draft Masterplan addendum at a later date.

Background Documents:

None

Meeting of:	COMMUNITIES, ENVIRONMENT AND HOUSING OVERVIEW AND SCRUTINY COMMITTEE
Date of Meeting:	13 JULY 2026
Report Title:	BRIDGEND COUNTY BOROUGH COUNCIL NET ZERO STRATEGY
Report Owner: Responsible Chief Officer / Cabinet Member	CORPORATE DIRECTOR COMMUNITIES
Responsible Officer:	HEAD OF PUBLIC REALM
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 Cabinet in January 2023. This was reviewed and an updated strategy was published for public consultation which ended in January 2026.

1. Purpose of Report

- 1.1 The purpose of this report is to update the Committee on work undertaken to update the Bridgend County Borough Council Net Zero 2030 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 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 and requires Welsh Ministers to set decarbonisation targets and carbon budgets 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 Recognising the need for continuous improvement, BCBC committed to reviewing the Strategy 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.
- 2.6 In April 2025 and November 2025 drafts of the strategy review report and updated strategy were presented to the Committee and the revised strategy was published for public consultation between November 2025 and January 2026 following a request from Committee to do so.

3. Current situation/ proposal

- 3.1 The public consultation received 129 responses and the summary consultation report can be seen at **Appendix 1**. 72.1% of respondents did not support (disagree or strongly disagree) the net zero by 2030 target and 21.7% did support it (agree or strongly agree). Some justification is due to issues outside the scope of this strategy, such as public transport, but the main reasons given by those who did not support the target are summarised below.
 - **Affordability**. Some respondents state there are higher priorities for Council budget. It should be noted that the core budget commitment to delivering the strategy is limited and has been used to access significant levels of grant funding to deliver projects that offer further financial benefits to the Council.
 - **Contribution to climate change**. Stated reasons include climate change doesn't exist, and the contribution by BCBC (and Wales and the UK) is insignificant on a global scale. The overwhelming scientific consensus is that anthropogenic climate change is happening, is largely due to the burning of fossil fuels by humans, and will lead to significant impacts.
 - **Deliverability**. Some respondents stated net zero is not possible by 2030 or at all.
- 3.2 Changes have been made to the draft Strategy to reflect the public consultation and feedback from the Committee. The changes since the Strategy was last presented to the Committee are:

- **Decarbonisation rather than Net Zero.** Delivering all identified actions will leave significant residual emissions so will not reach net zero and there are currently no viable emissions offsetting mechanisms, however there are still financial and environmental benefits to be realised from decarbonising BCBC activities.
- **No 2030 target.** The Strategy now aims to review progress in 2030. This will still support the existing Welsh Government commitment for a net zero public sector by 2030 and BCBC will continue to report annual emissions to Welsh Government however it is not possible for BCBC to achieve all strategy actions by 2030.
- **Investment basis.** Delivery has always been dependent on the availability of funding and an acceptable business case however there is clarification that investments in decarbonisation do not divert funding from statutory duties and are only made with a supportive business case and not with decarbonisation as the only outcome.

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 30,000tCO₂e from a 2019-20 baseline should resources be available.
- 6.2 In relation to nature implications, there are specific actions to maintain all owned woodland and greenfield areas 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 revised strategy estimates the total cost to implement all action plans 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 zero carbon option would be the difference between that option and any 'non zero carbon 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, £3.1m for low carbon heating systems and solar PV to replace end of life gas boilers, 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 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 outcome of the Bridgend County Borough Council Net Zero Strategy consultation review (**Appendix 1**) and updated draft Strategy (**Appendix 2**) and provide comments, which can be fed back to Cabinet.

Background documents

- Bridgend Net Zero Strategy – Survey response report (2026)

This page is intentionally left blank

Bridgend Net Zero Strategy

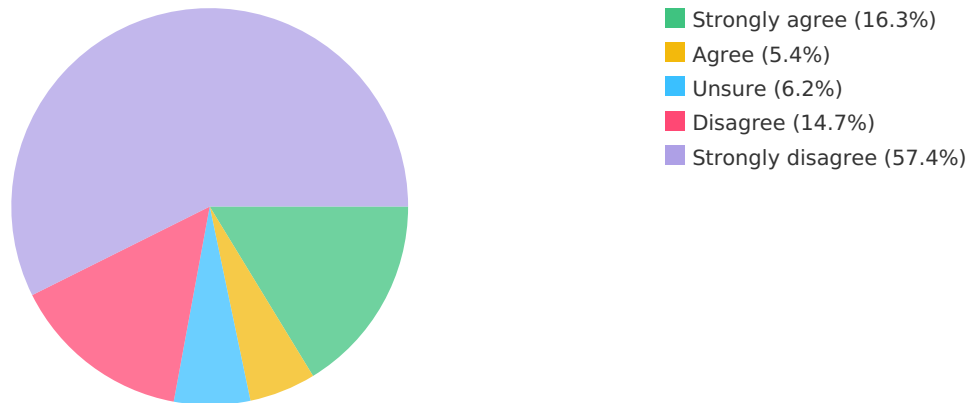
SURVEY RESPONSE REPORT

14 December 2022 - 05 July 2026

PROJECT NAME:

Bridgend Net Zero Strategy

Q1. "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?

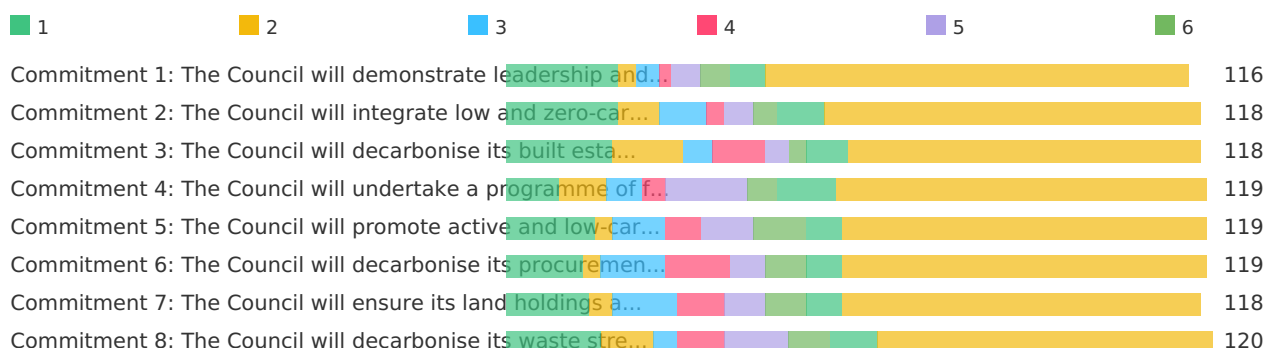


Question options	responses	%
Strongly agree	21	16.3
Agree	7	5.4
Unsure	8	6.2
Disagree	19	14.7
Strongly disagree	74	57.4

Optional question · 129 responses · 0 skipped

Question type : Radio Button Question

Q2. 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)



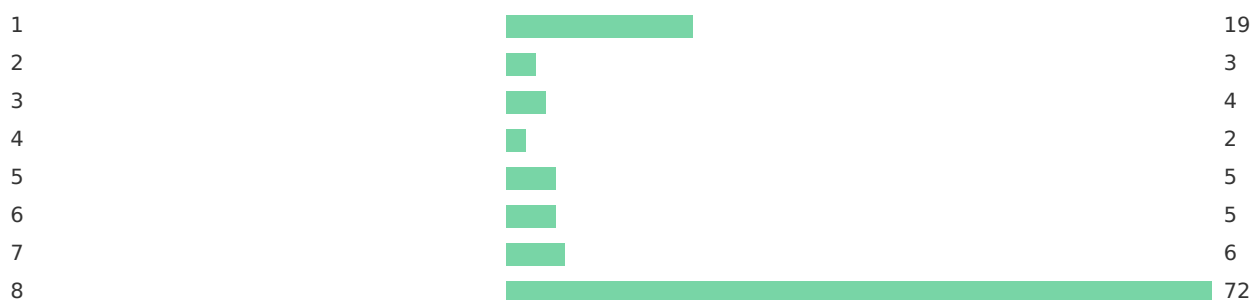
Question options

1 2 3 4 5 6 7 8

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.	19	3	4	2	5	5	6	72
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.	19	7	8	3	5	4	8	64
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.	18	12	5	9	4	3	7	60
Commitment 4: The Council will undertake a programme of fleet renewal to ultra-low emission vehicles, such that all vehicles are ULEV by 2030.	9	8	6	4	14	5	10	63
Commitment 5: The Council will promote active and low-carbon travel options throughout its own operations.	15	3	9	6	9	9	6	62
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.	13	3	11	11	6	7	6	62
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.	14	4	11	8	7	7	6	61
Commitment 8: The Council will decarbonise its waste streams by ending landfill use and adopting a reuse culture alongside sustainable methods of disposal.	16	9	4	8	11	7	8	57

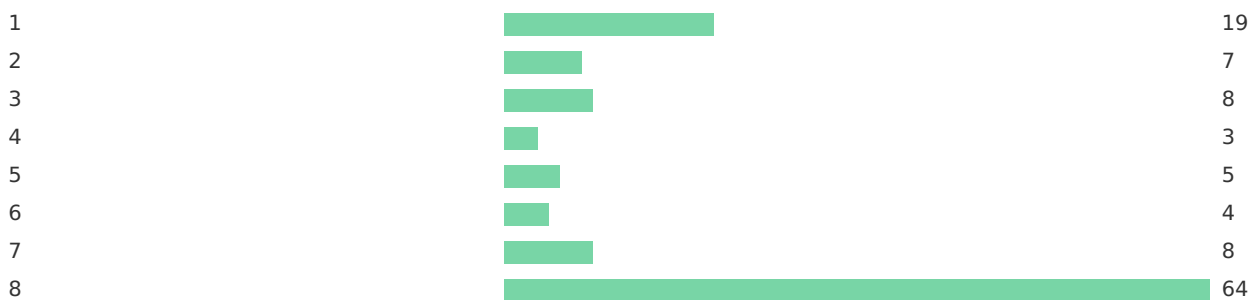
Optional question · 121 responses · 8 skipped
Question type : Likert Question

Q2. 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) — 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.



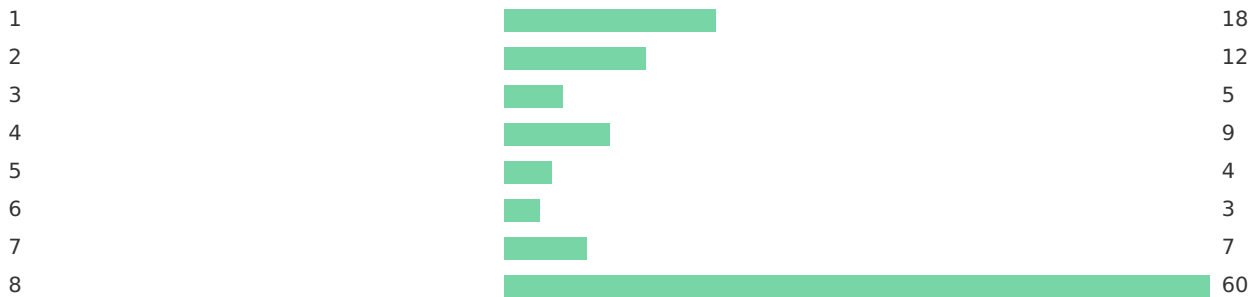
Question options	responses	%
● 1	19	16.4
● 2	3	2.6
● 3	4	3.4
● 4	2	1.7
● 5	5	4.3
● 6	5	4.3
● 7	6	5.2
● 8	72	62.1

Q2. 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) — 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.



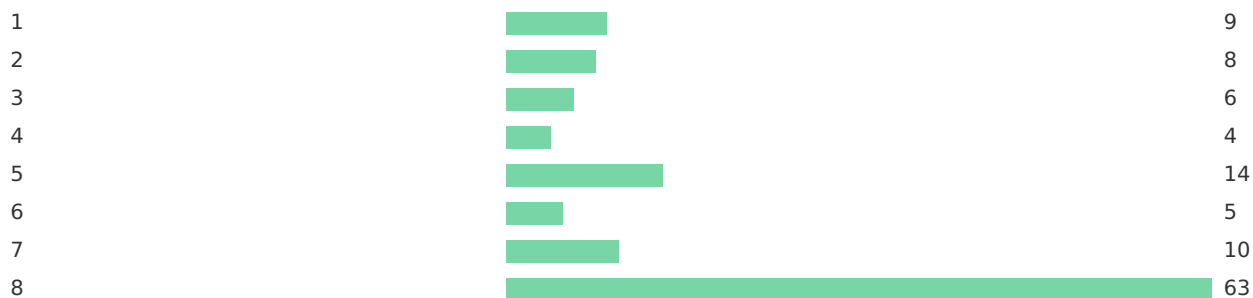
Question options	responses	%
1	19	16.1
2	7	5.9
3	8	6.8
4	3	2.5
5	5	4.2
6	4	3.4
7	8	6.8
8	64	54.2

Q2. 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) — 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.



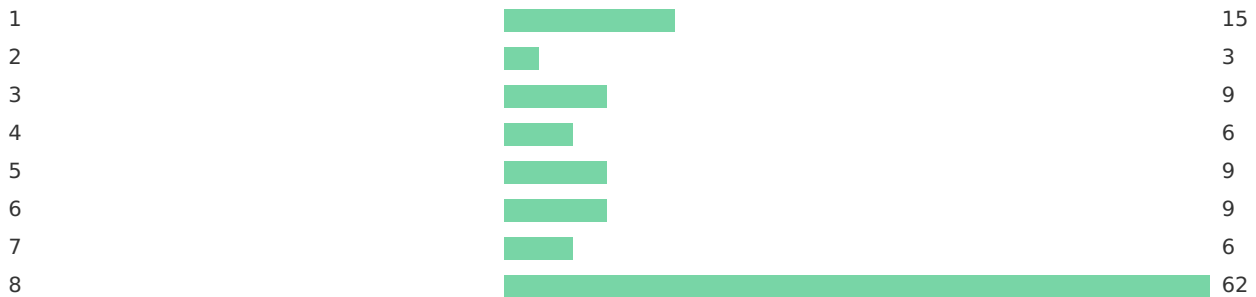
Question options	responses	%
1	18	15.3
2	12	10.2
3	5	4.2
4	9	7.6
5	4	3.4
6	3	2.5
7	7	5.9
8	60	50.8

Q2. 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) — Commitment 4: The Council will undertake a programme of fleet renewal to ultra-low emission vehicles, such that all vehicles are ULEV by 2030.



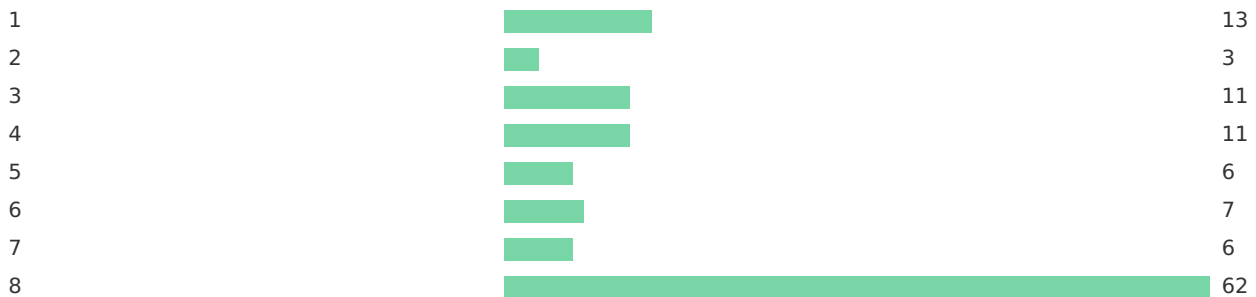
Question options	responses	%
1	9	7.6
2	8	6.7
3	6	5.0
4	4	3.4
5	14	11.8
6	5	4.2
7	10	8.4
8	63	52.9

Q2. 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) — Commitment 5: The Council will promote active and low-carbon travel options throughout its own operations.



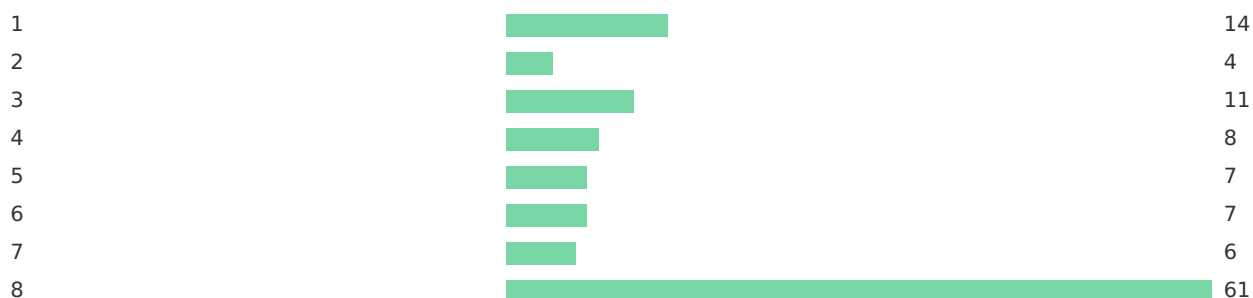
Question options	responses	%
1	15	12.6
2	3	2.5
3	9	7.6
4	6	5.0
5	9	7.6
6	9	7.6
7	6	5.0
8	62	52.1

Q2. 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) — 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.



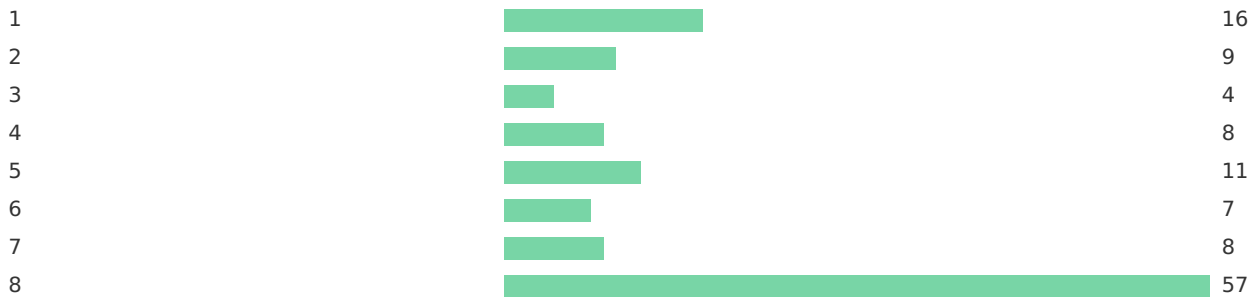
Question options	responses	%
● 1	13	10.9
● 2	3	2.5
● 3	11	9.2
● 4	11	9.2
● 5	6	5.0
● 6	7	5.9
● 7	6	5.0
● 8	62	52.1

Q2. 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) — 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.



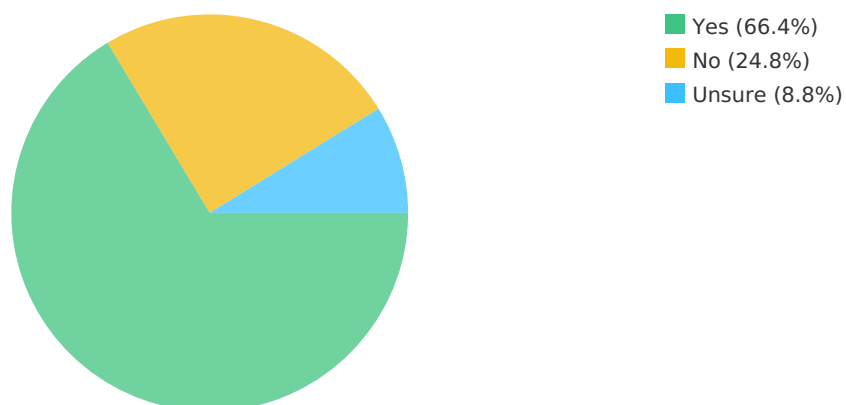
Question options	responses	%
1	14	11.9
2	4	3.4
3	11	9.3
4	8	6.8
5	7	5.9
6	7	5.9
7	6	5.1
8	61	51.7

Q2. 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) — Commitment 8: The Council will decarbonise its waste streams by ending landfill use and adopting a reuse culture alongside sustainable methods of disposal.



Question options	responses	%
1	16	13.3
2	9	7.5
3	4	3.3
4	8	6.7
5	11	9.2
6	7	5.8
7	8	6.7
8	57	47.5

Q3. Would you remove any of the commitments?

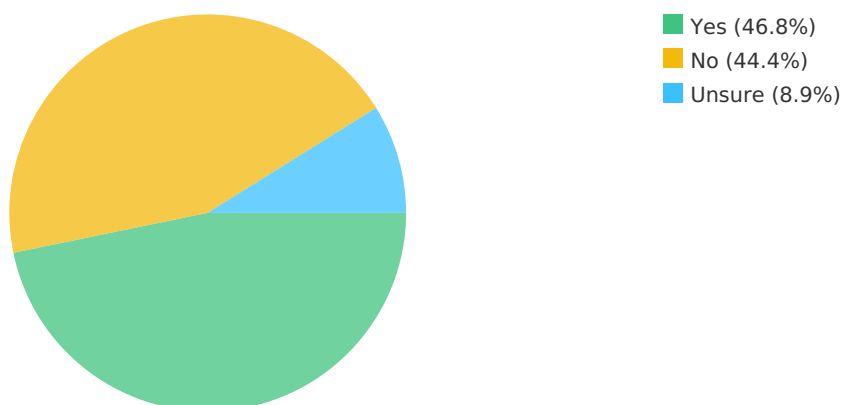


Question options	responses	%
Yes	83	66.4
No	31	24.8
Unsure	11	8.8

Optional question · 125 responses · 4 skipped

Question type : Radio Button Question

Q4. Would you add any commitments?

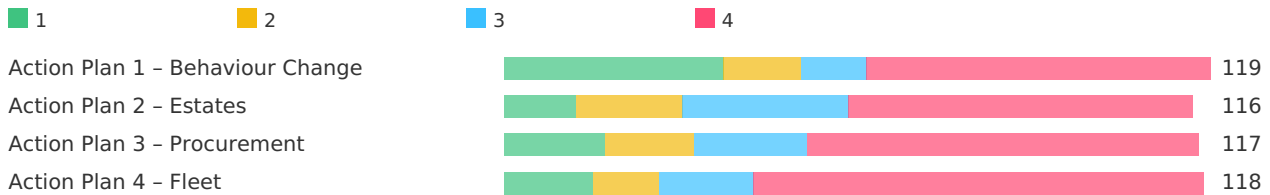


Question options	responses	%
Yes	58	46.8
No	55	44.4
Unsure	11	8.9

Optional question · 124 responses · 5 skipped

Question type : Radio Button Question

Q5. The draft strategy focuses on four key themes, each with a series of proposed initiatives: Please rank in order of importance to you:(1 being the most important, 4 being the least)



Question options

	1	2	3	4
Action Plan 1 - Behaviour Change	37	13	11	58
Action Plan 2 - Estates	12	18	28	58
Action Plan 3 - Procurement	17	15	19	66
Action Plan 4 - Fleet	15	11	16	76

Optional question · 119 responses · 10 skipped

Question type : Likert Question

Q5. The draft strategy focuses on four key themes, each with a series of proposed initiatives: Please rank in order of importance to you:(1 being the most important, 4 being the least) — Action Plan 1 - Behaviour Change



Question options	responses	%
● 1	37	31.1
● 2	13	10.9
● 3	11	9.2
● 4	58	48.7

Q5. The draft strategy focuses on four key themes, each with a series of proposed initiatives: Please rank in order of importance to you:(1 being the most important, 4 being the least) — Action Plan 2 - Estates



Question options	responses	%
● 1	12	10.3
● 2	18	15.5
● 3	28	24.1
● 4	58	50.0

Q5. The draft strategy focuses on four key themes, each with a series of proposed initiatives: Please rank in order of importance to you:(1 being the most important, 4 being the least) — Action Plan 3 - Procurement



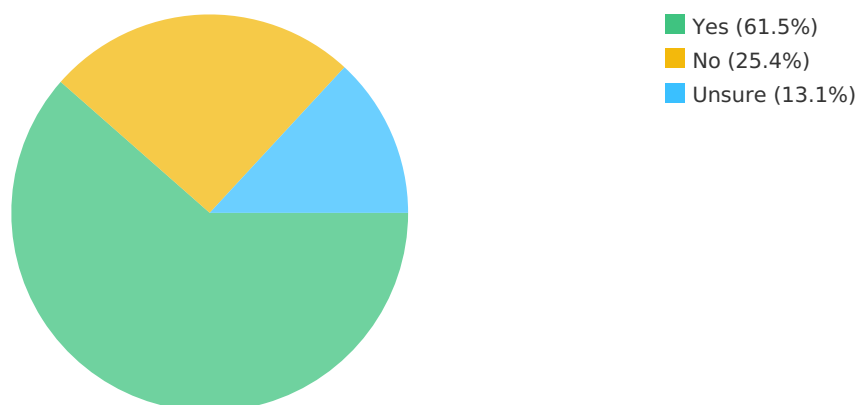
Question options	responses	%
● 1	17	14.5
● 2	15	12.8
● 3	19	16.2
● 4	66	56.4

Q5. The draft strategy focuses on four key themes, each with a series of proposed initiatives: Please rank in order of importance to you:(1 being the most important, 4 being the least) — Action Plan 4 - Fleet



Question options	responses	%
● 1	15	12.7
● 2	11	9.3
● 3	16	13.6
● 4	76	64.4

Q6. Would you remove any of the initiatives?

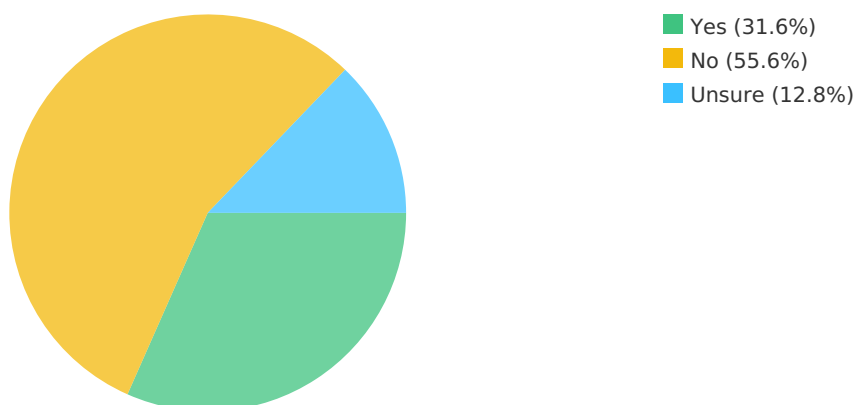


Question options	responses	%
● Yes	75	61.5
● No	31	25.4
● Unsure	16	13.1

Optional question · 122 responses · 7 skipped

Question type : Radio Button Question

Q7. Would you add to any initiatives?



Question options	responses	%
● Yes	37	31.6
● No	65	55.6
● Unsure	15	12.8

Optional question · 117 responses · 12 skipped
Question type : Radio Button Question

Bridgend County Borough Council

Decarbonisation Strategy

Draft for consultation

July 2026

FOREWORD

Leader of Council & Chief Exec Joint Statement

- To follow in the final version of this document

DRAFT JULY 2026

Contents

The Climate Emergency in Wales	3
Carbon Neutral – What does this mean?	6
Carbon Management Plan	13
Bridgend’s Net Zero Commitments	16
Route Map to a Net Zero Bridgend	17
Next Steps to achieving Net Zero	18
Appendix 1 – Bridgend Net Zero Implementation Plan	19
Appendix 2 – Bridgend 2030 Action Plans	24
2030 Actions Plans	25
Action Plan 1 – Behaviour Change	26
Action Plan 2 – Estates	27
Action Plan 3 – Fleet	29
Action Plan 4 – Procurement	30

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 in 2026, 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.

Changes have been made to the strategy to reflect the public consultation and feedback from internal stakeholders.

It is now a Decarbonisation Strategy rather than Net Zero Strategy. Delivering all identified actions will leave significant residual emissions so will not reach net zero and there are currently no viable emissions offsetting mechanisms, however there are still financial and environmental benefits to be realised from decarbonising BCBC activities.

The strategy now aims to review progress in 2030. This will still support the existing Welsh Government commitment for a net zero public sector by 2030 and BCBC will continue to report annual emissions to Welsh Government however it is not possible for BCBC to achieve all strategy actions by 2030.

Delivery has always been dependent on the availability of funding and an acceptable business case however this Strategy confirms that investments in decarbonisation do not

divert funding from statutory duties and are only made with a supportive business case and not with decarbonisation as only outcome.

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.

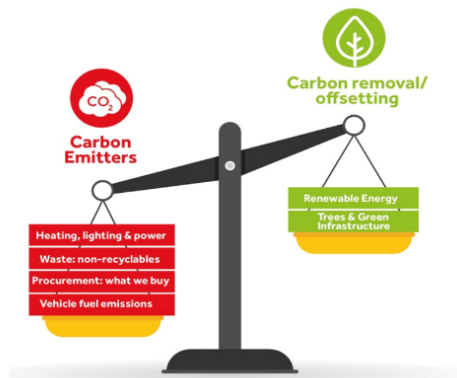
Table 1 - BCBC decarbonisation actions since 2021

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.

Carbon neutrality, or having a net-zero carbon footprint, is the balancing of carbon emissions against carbon removal, often through carbon off-setting, with the net result being zero.



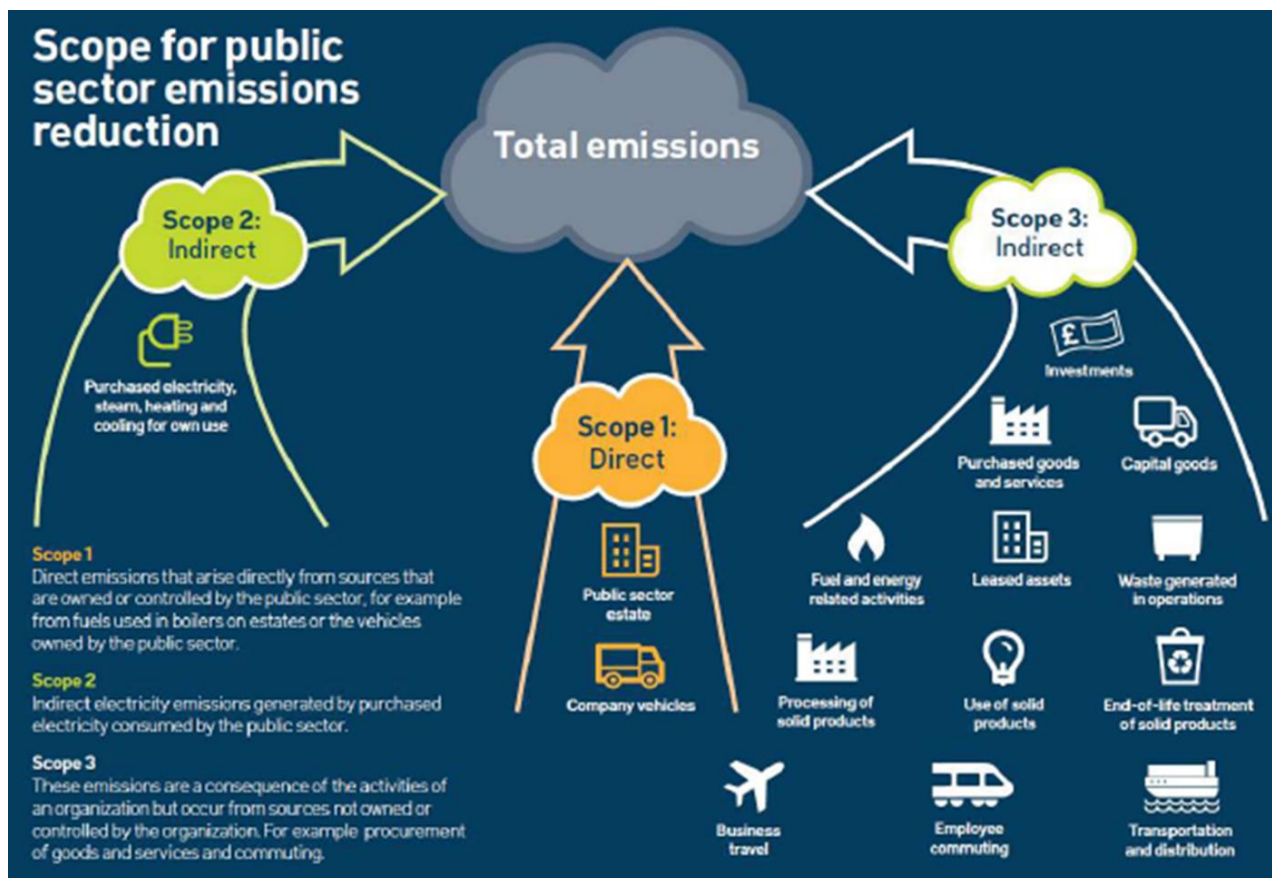
What is Bridgend's Carbon Footprint?

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 tCO₂e, broken down as follows and Figure 1.

- Scope 1: 6,106 tCO₂e
- Scope 2: 4,983 tCO₂e
- Scope 3: 79,152 tCO₂e

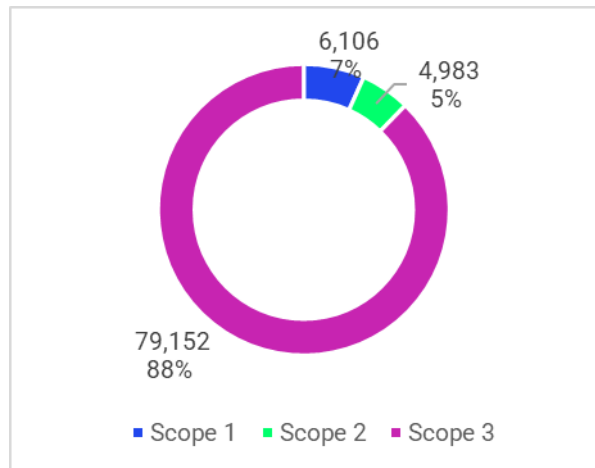


Figure 1 2021 Strategy 2019/20 BCBC carbon footprint by scope (tCO₂e)

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 tCO₂e, broken down as follows and Figure 2.

- Scope 1: 6,146 tCO₂e
- Scope 2: 5,405 tCO₂e
- Scope 3: 55,459 tCO₂e

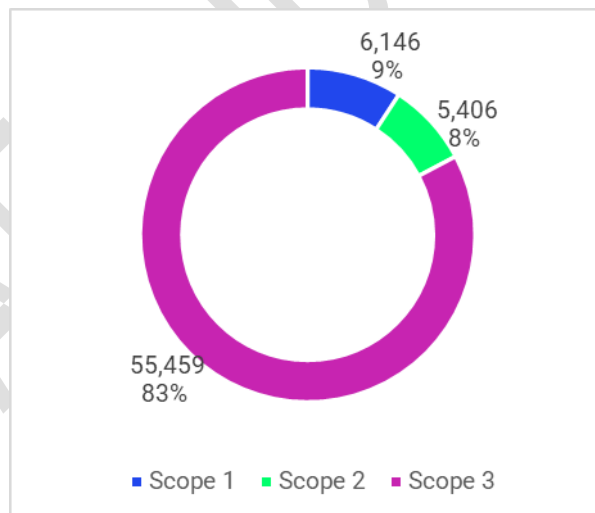


Figure 2 Net Zero Reporting 2019/20 BCBC carbon footprint by scope (tCO₂e)

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 tCO₂e**. This ensures an ability to analyse multiple years of data using a standardised methodology.

2023-24 Carbon Footprint

The total estimated carbon footprint for 2023/24 was **64,825 tCO₂e**. Figure 3 illustrates the 2023/24 carbon footprint broken down by scope.

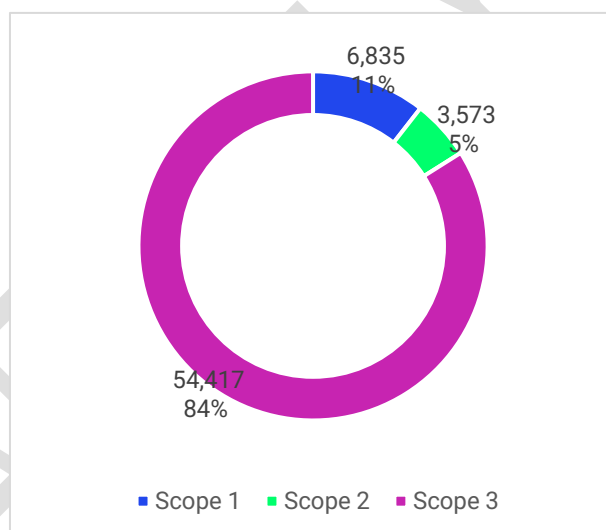


Figure 3 Net Zero Reporting 2023/24 BCBC carbon footprint by scope (tCO₂e)

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.

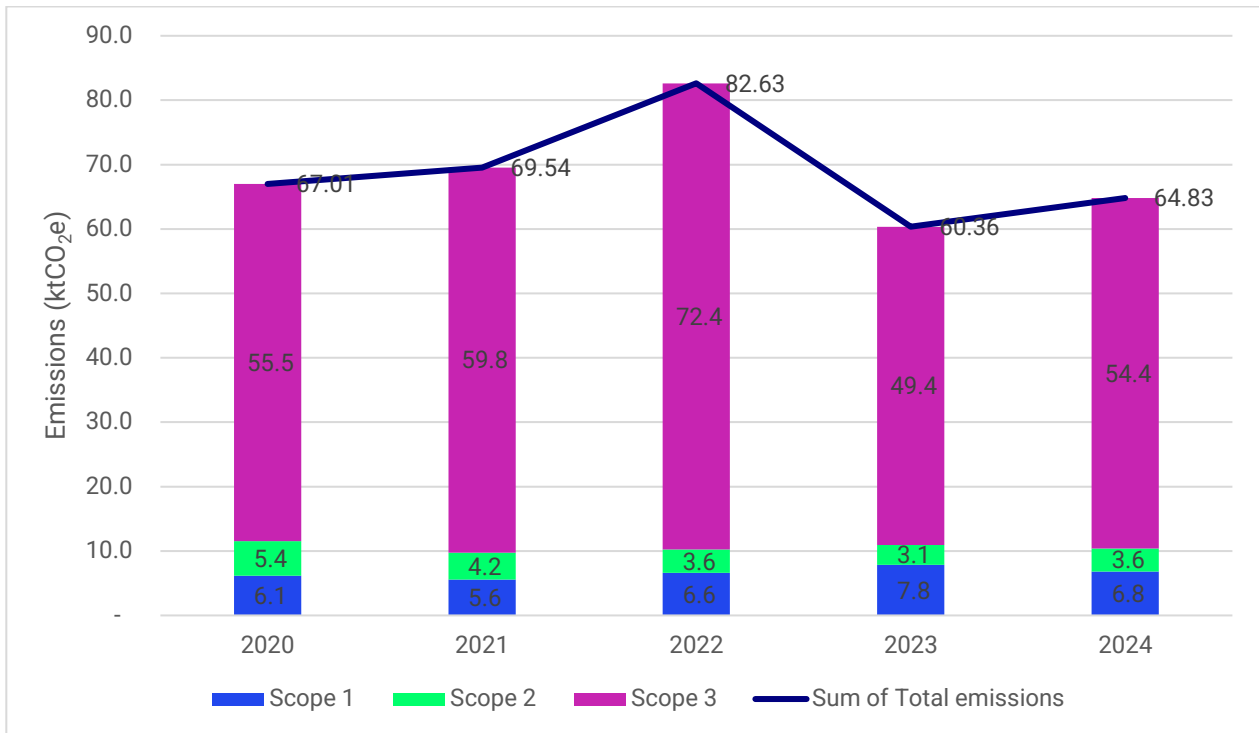


Figure 4 Net Zero Reporting BCBC carbon footprint time series by scope (tCO₂e)

As shown in Figure 4, Scope 1 emissions have increased by 11.2% since 2019/20, rising from 6,146 tCO₂e to 6,835 tCO₂e, indicating a moderate increase in fuel consumption. Scope 2 emissions have decreased by 33.9%, from 5,405 tCO₂e to 3,573 tCO₂e, 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 tCO₂e to 54,417 tCO₂e.

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.

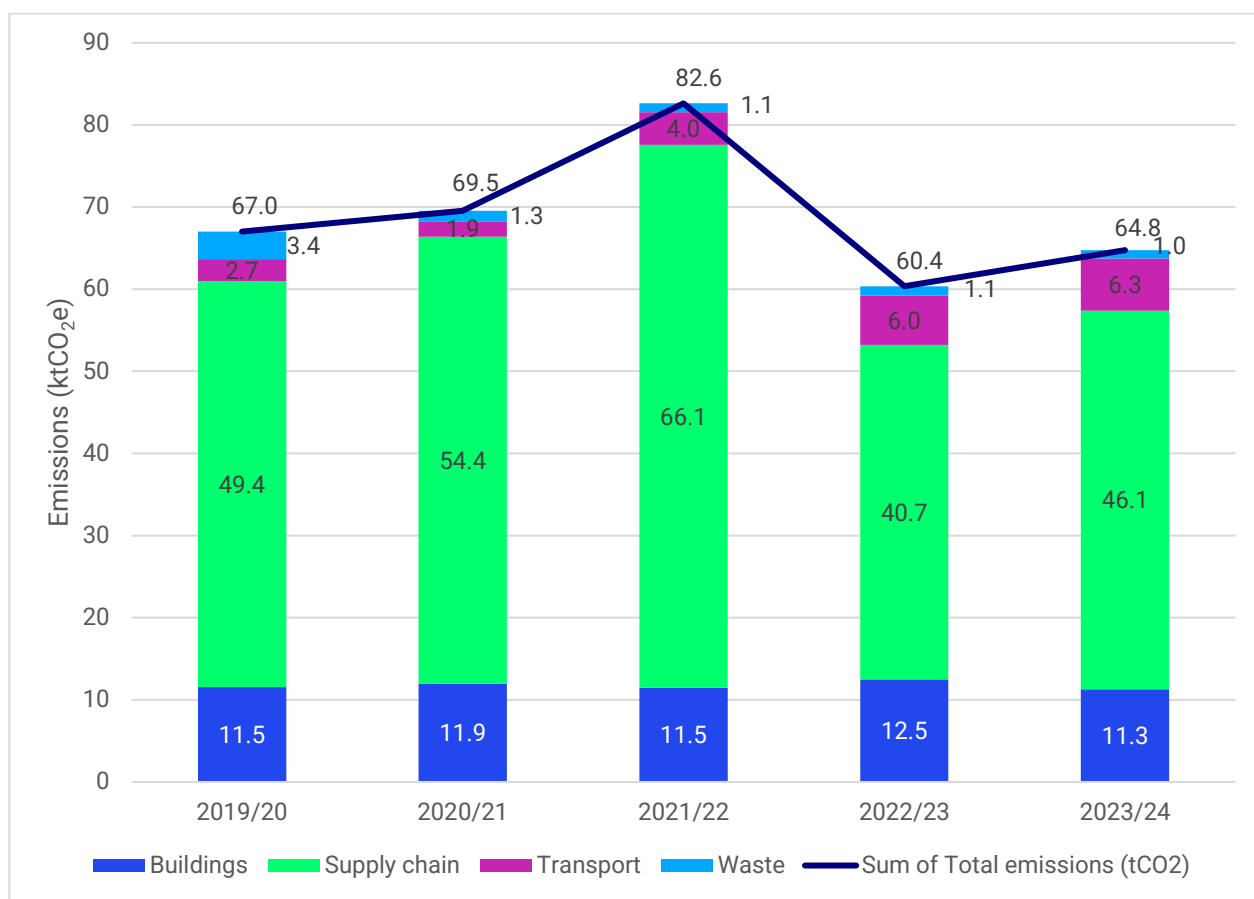


Figure 5 Net Zero Reporting BCBC carbon footprint time series by emissions category

Supply chain is the largest emission category. In 2023/24, supply chain emissions were 71% of the total footprint at 46,106 tCO₂e, a 7% decrease from 49,427 tCO₂e in 2020/21. Supply chain emissions were also the main factor behind the peak in 2021/22, reaching 66,135 tCO₂e, 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 tCO₂e 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 tCO₂e) in 2020/21 to 10% (6,344 tCO₂e) 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 tCO₂e 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.

DRAFT JULY 2026

Carbon Management Plan

The Council has established a baseline for its total carbon emissions in 2019/20, estimated at 67,011 tCO₂e. 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 tCO₂e** 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 tCO₂e**. 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.

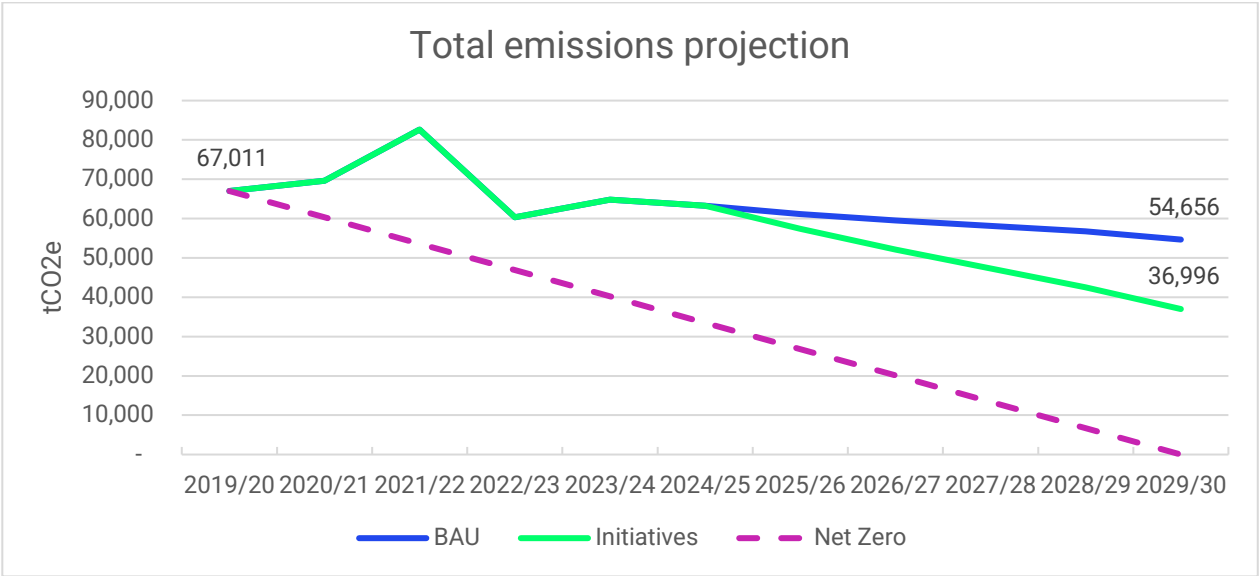


Figure 6 BCBC total emissions projections from the baseline year (2019/20) to 2030 under Business as Usual and Initiatives scenarios

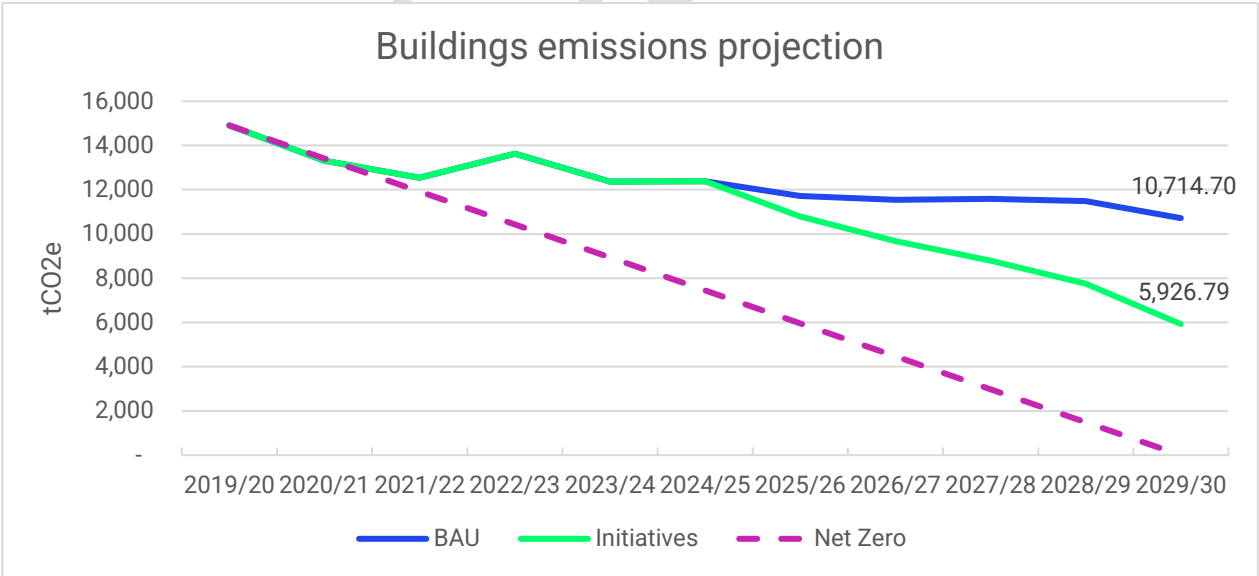


Figure 7 BCBC buildings emissions projections from the baseline year (2019/20) to 2030 under Business as Usual and Initiatives scenarios (Buildings include – Electricity, Gas, Other Fuels, Water and Waste projections)

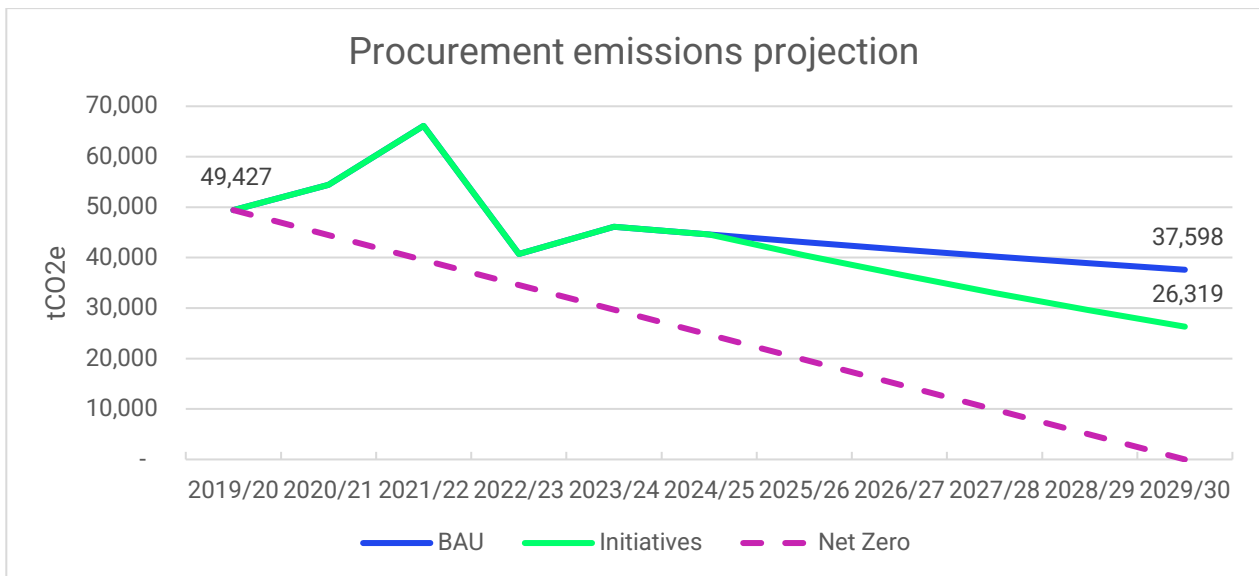


Figure 8 BCBC Procurement emissions projections from the baseline year (2019/20) to 2030 under Business as Usual and Initiatives scenarios

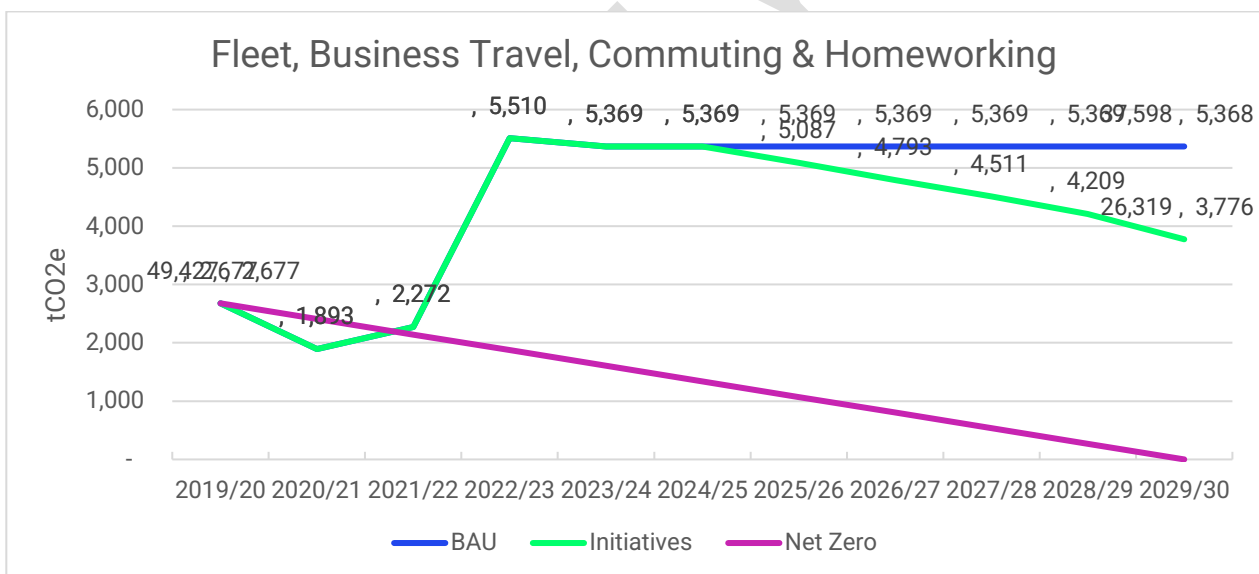


Figure 9 BCBC -Fleet, Business Travel, Commuting & Homeworking emissions projections from the baseline year (2019/20) to 2030 under Business as Usual and Initiatives scenarios

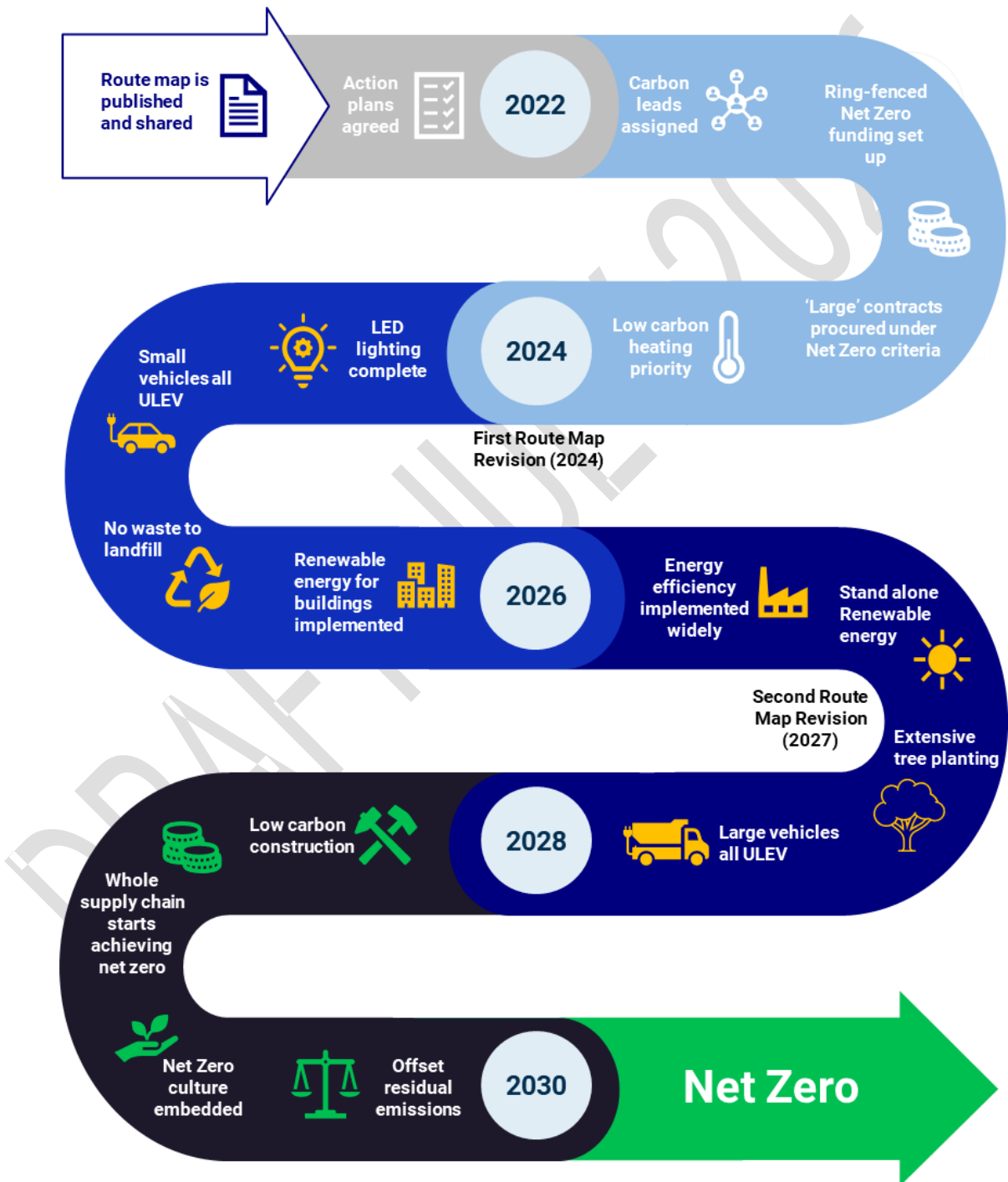
Bridgend's Decarbonisation Commitments

The Council has aligned this strategy 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 Decarbonisation 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 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 as soon as possible.
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 decarbonisation 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 Decarbonised Bridgend

The Route Map below lays out key milestones that need to be achieved on the way to fully decarbonise. 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 Decarbonise

There is no doubting that the Decarbonisation 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 decarbonisation 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 decarbonise the Council's operations and support the well-being of future generations in Wales.

Appendix 1 – Bridgend Decarbonisation 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. 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. 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 decarbonisation 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 decarbonised 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 2030, 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 decarbonisation. 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 Decarbonisation Strategy: -

- Continue to engage with departments across the council and produce an internal list of stakeholders to repeatedly engage with.
- Communicate with external stakeholders on the continual development of the Decarbonisation Strategy.

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.

1	A Decarbonisation Programme Board will remain in place to oversee the implementation of the Bridgend Decarbonisation Strategy.
2	A 'Decarbonisation Programme Manager' will remain in place as a dedicated role to drive the focussed implementation of the Strategy.
3	A 'Steering Group' will be formed to bring together 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 decarbonise – action plans will be reviewed and updated annually.
6	The Council will enable successful implementation of the 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 leveraging 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 Decarbonisation Strategy in 2030 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 decarbonisation.
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 Decarbonisation Action Plans

2030 Actions Plans

This appendix contains 4 Actions Plans that will deliver the Strategy and reduce the greenhouse gas emissions of the organisation. Each Action Plan will have a Corporate Manager as Senior Responsible Officer and will report on the progress of the Action Plan to the 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 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 significantly reduce 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 targets.
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 consider 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. A staff survey will be undertaken 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 Welsh Government 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 Council's 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 decarbonisation ambition 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.

DRAFT JULY 2026

This page is intentionally left blank

Meeting of:	COMMUNITIES ENVIRONMENT AND HOUSING OVERVIEW & SCRUTINY COMMITTEE
Date of Meeting:	13 JULY 2026
Report Title:	BRIDGEND COUNTY BOROUGH COUNCIL ELECTRIC VEHICLE CHARGING STRATEGY POST CONSULTATION
Report Owner / Corporate Director:	CORPORATE DIRECTOR COMMUNITIES
Responsible Officer:	HEAD OF PUBLIC REALM
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 post 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 of 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 Communities, Environment and Housing Overview and Scrutiny Committee on the development of a draft Bridgend County

Borough Council Electric Vehicle Charging Strategy and to update the Committee on the views obtained through public consultation with residents of Bridgend County Borough Council (BCBC).

2. Background

- 2.1 On 22nd July 2025 Cabinet approved public consultation for a 10 week period. 88 residents returned responses to the consultation. Details of the responses will be highlighted further in the report.

3. Current situation/ proposal

- 3.1 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.
- 3.2 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.
- 3.3 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.
- 3.4 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 walking and cycling, reducing car ownership and car mode share
- 3.5 The Council has now completed the public consultation process, which ran from 23 November 2025 to 19 January 2026, and the summary of the consultation responses is included as **Appendix 2**.
- 3.6 Public consultation has demonstrated a clear and significant public mandate for the expansion of EV charging infrastructure across Bridgend County Borough, with particular emphasis placed on residential and on-street charging provision. When considered collectively, the consultation responses indicate strong support for the continued development of an accessible, inclusive and comprehensive charging network across the County Borough. More than 80% of respondents believe that charging infrastructure should be prioritised for residents without access to off-street

parking, underlining the importance of ensuring a fair and equitable transition to electric vehicles for all residents.

3.7 Consultation Theme Summary

Overall Consultation Theme	Support	Neutral/Unsure	Opposed
Expansion of EV Charging Infrastructure	77%	8%	15%
Residential and On-Street Charging Provision	65%	20%	15%
Charging Provision for Residents Without Driveways	83%	5%	12%
Mixed Charging Network Across the County	72%	8%	20%
New Charging Technologies (Lamppost, Hubs, Gullies etc.)	59%	25%	16%

3.8 Overall Public Sentiment

When all consultation responses are considered collectively, approximately 71% of respondents expressed support for the expansion of EV charging infrastructure across Bridgend County Borough, whilst 13% remained neutral or undecided and only 16% expressed opposition. This demonstrates a clear public mandate for the continued development of an accessible and inclusive EV charging network across the County Borough.

Across all consultation responses, the strongest support was recorded for providing charging infrastructure for residents without access to private driveways, with 83% of respondents supporting additional provision in these areas.

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 in line with the risks identified in the Safeguarding Policy.

8. Financial Implications

- 8.1 The development of the Strategy was funded via an external grant which was commissioned directly by Transport for Wales on behalf of Welsh Government.
- 8.2 The co-ordination of the officer working group and monitoring of delivery will be supported via existing funds within the Green Spaces and Sustainability Service. As specific actions set out within the Strategy are taken forward their financial implications and funding requirements will be considered on a case-by-case basis and subject to necessary funding being in place.

9. Recommendation

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

Background documents

- Electric Vehicle Charging Strategy – Survey response report (2026)

This page is intentionally left blank

Bridgend County Borough Council



Bridgend Electric Vehicle Charging Strategy

December 2024

Contents

Executive Summary.....	3
1. The purpose of this strategy.....	4
2. What is driving the EV transition?	6
3. Where are we now?	7
4. Where are we going?	13
5. What are the drivers and barriers to EV uptake?	15
6. What are our chargepoint options?	16
7. Where will we need chargepoints by 2030?.....	20
8. How will the chargepoints be delivered?	26
9. When and how will chargepoints be delivered?	29
10. What happens next?	31
Appendix A Policy Context.....	33
Appendix B NEVIS Modelling Methodology	36
Appendix C Additional EV Uptake Scenarios	38
Appendix D Demand Appraisal Methodology.....	40
Appendix E Delivery Models.....	41
Appendix F Grant Funding	43

Table of Figures

Figure 1 National, Regional and Local Policy Context	7
Figure 2 Map of Bridgend's Existing Council Commissioned EV Chargepoints	10
Figure 3 Current extent of chargepoint coverage within a 5 minute walk across Bridgend	11
Figure 4 Number of registered EVs in Bridgend compared to Great Britain and Wales (correct to the time of writing)	11
Figure 5 Forecast Vehicle Types Across Bridgend by 2050	14
Figure 6 Forecast Required Chargepoints Across Bridgend by 2050	14
Figure 7 Chargepoint Speed Options	16
Figure 8 Potential Demand for Slow/Fast Chargepoints by 2030	22
Figure 9 Potential Demand for Rapid Chargepoints by 2030	24
Figure 10 Bridgend Substation Capacity Available for EVs.....	25
Figure 11 Funding Opportunities	28
Figure 12 Engagement and Delivery Partners	31
Figure C-1 Forecast Vehicle Types Across Bridgend by 2050 Under the 'Low Uptake' Scenario	38
Figure C-2 Forecast Required Chargepoints Across Bridgend by 2050 Under the 'Low Uptake' Scenario ...	38
Figure C-3 Forecast Vehicle Types Across Bridgend by 2050 Under the 'Fast Uptake' Scenario	39
Figure C-4 Forecast Required Chargepoints Across Bridgend by 2050 Under the 'Fast Uptake' Scenario ...	39

Table of Tables

Table 1 Highest Priority Wards for Slow/Fast Chargepoints by 2030	22
Table 2 Highest Priority Wards for Rapid Chargepoints by 2030	24

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

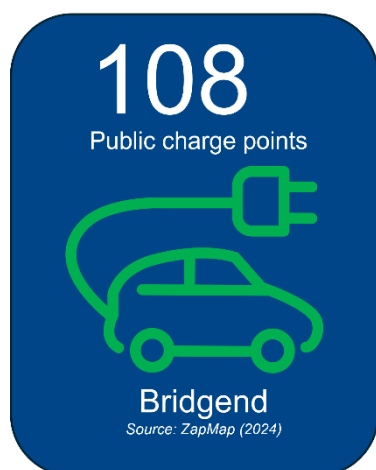
Bridgend County Borough Council declared a Climate Emergency in June 2020, committing to become a net zero carbon local authority by 2030, and targeting net zero carbon emissions across the borough by 2040. Transport remains the largest domestic sector for emissions in the UK at more than 25%, with Bridgend 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 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 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

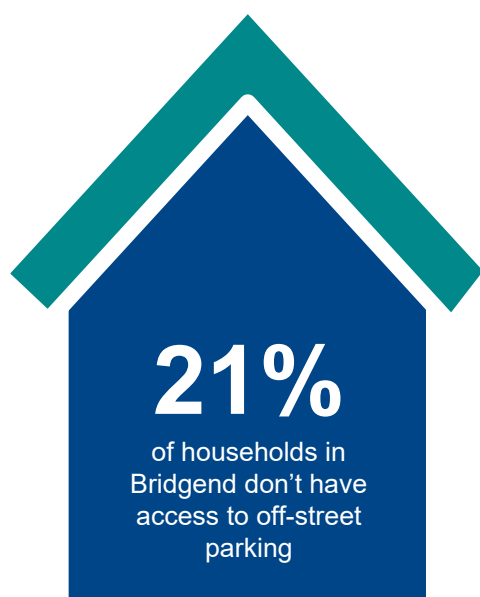
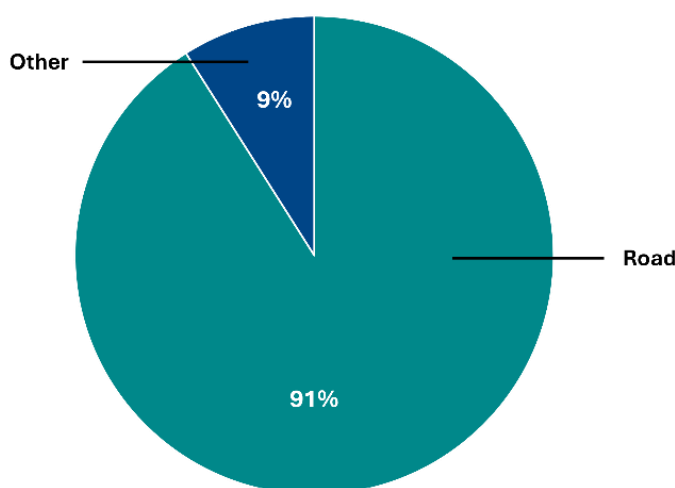
Bridgend County Borough Council is **committed** to delivering an **accessible** and **affordable** EV ChargePoint network for everyone who lives, works and visits Bridgend. This is in line with our 2030 commitment to become a net zero carbon local authority, and our 2040 commitment for net zero carbon 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.

UK 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 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 benefit public health and investing in public chargepoints will support a fair transition.



Technological

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



Regulatory

The UK's net zero target by 2050 is legally binding and the Zero Emission Vehicle Mandate comes into force from 2035.



Economic impact

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

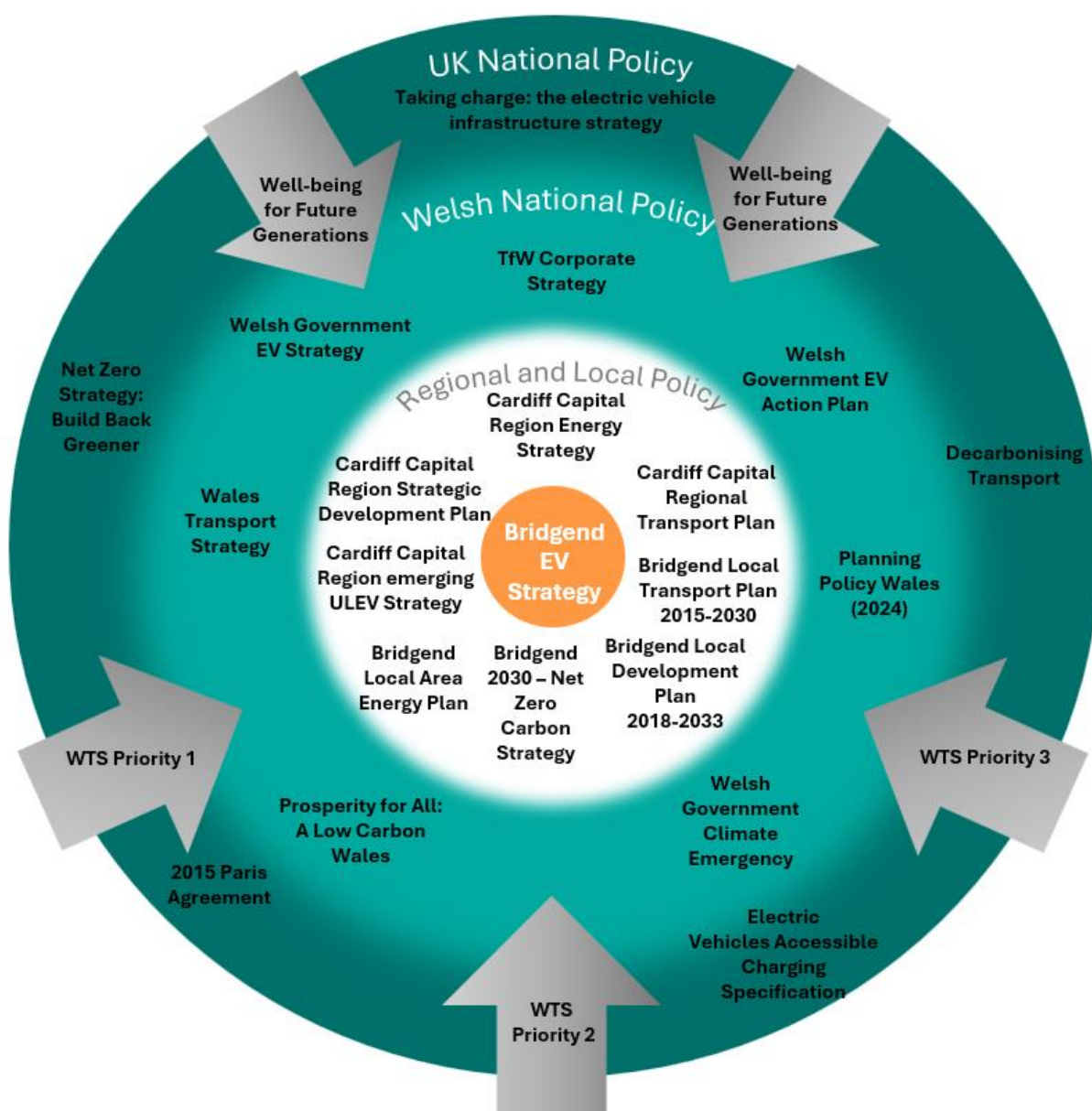
3. Where are we now?

Bridgend's 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:

Contactless	Reliable	Support	Pricing
			
Contactless payment on >7kW chargepoints	99% reliability	24/7 Helpline	Transparent Pricing

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.

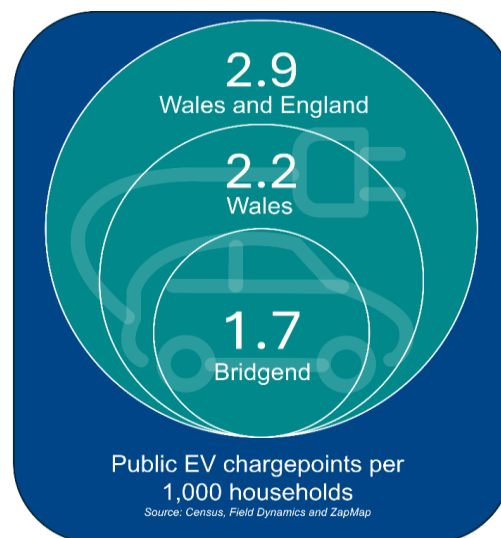
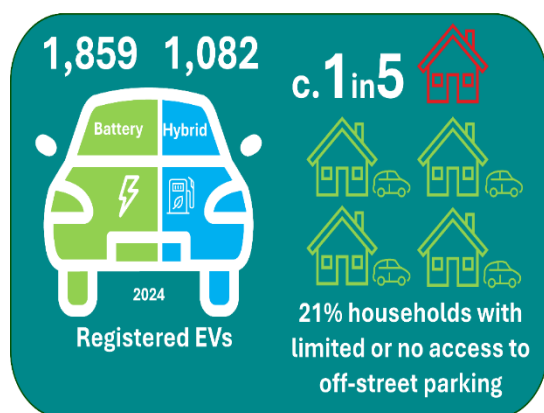
The Corporate Joint Committee (CJC)se has been actively involved in advancing the Strategic Development Plan (SDP), which is currently at the delivery agreement stage, and the Regional Transport Plan (RTP), which is out for consultation.

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.

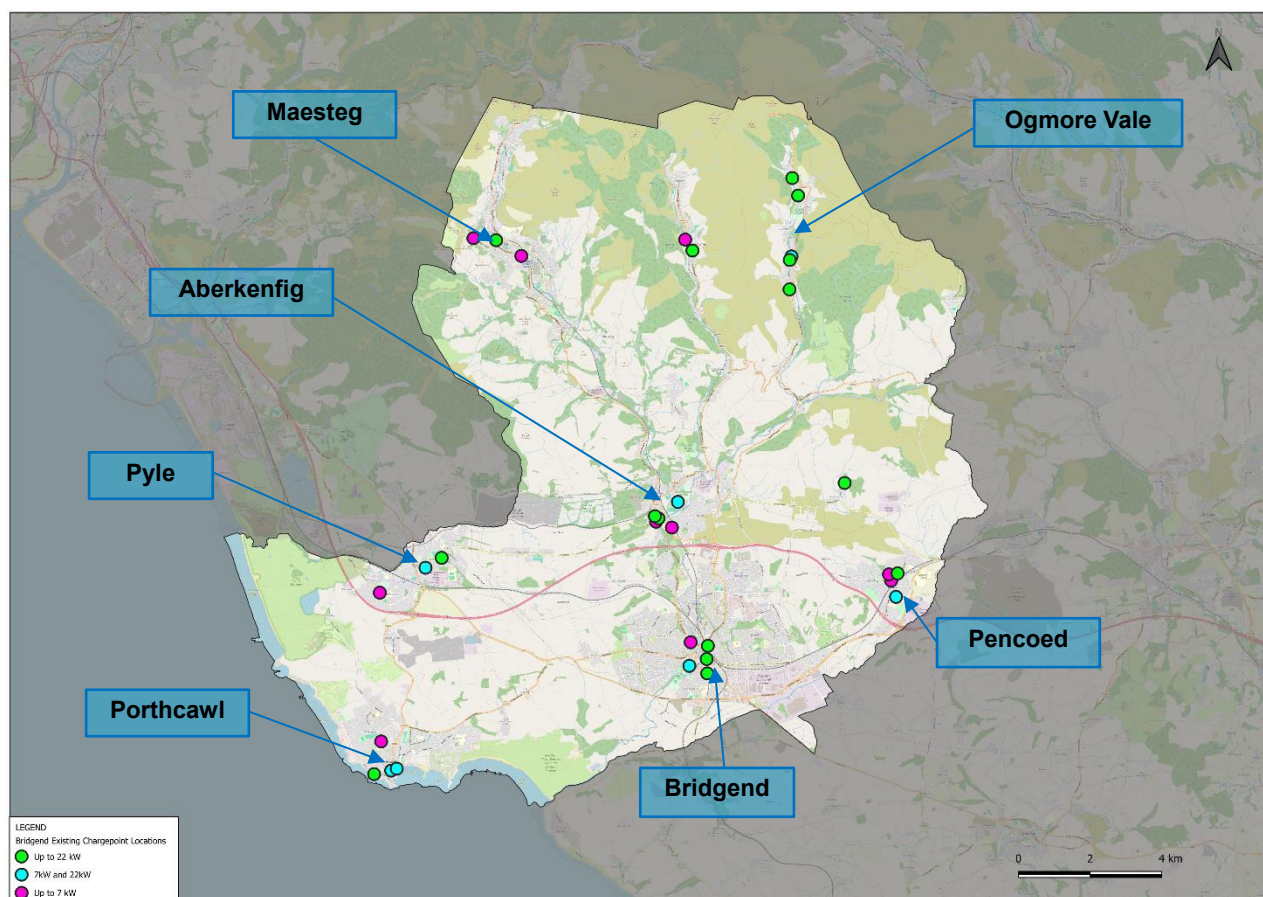
Chargepoints are also available at a variety of private premises such as the supermarkets in Bridgend and Maesteg. These provide a combined total of 108 public EV chargepoints across Bridgend at present.



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.

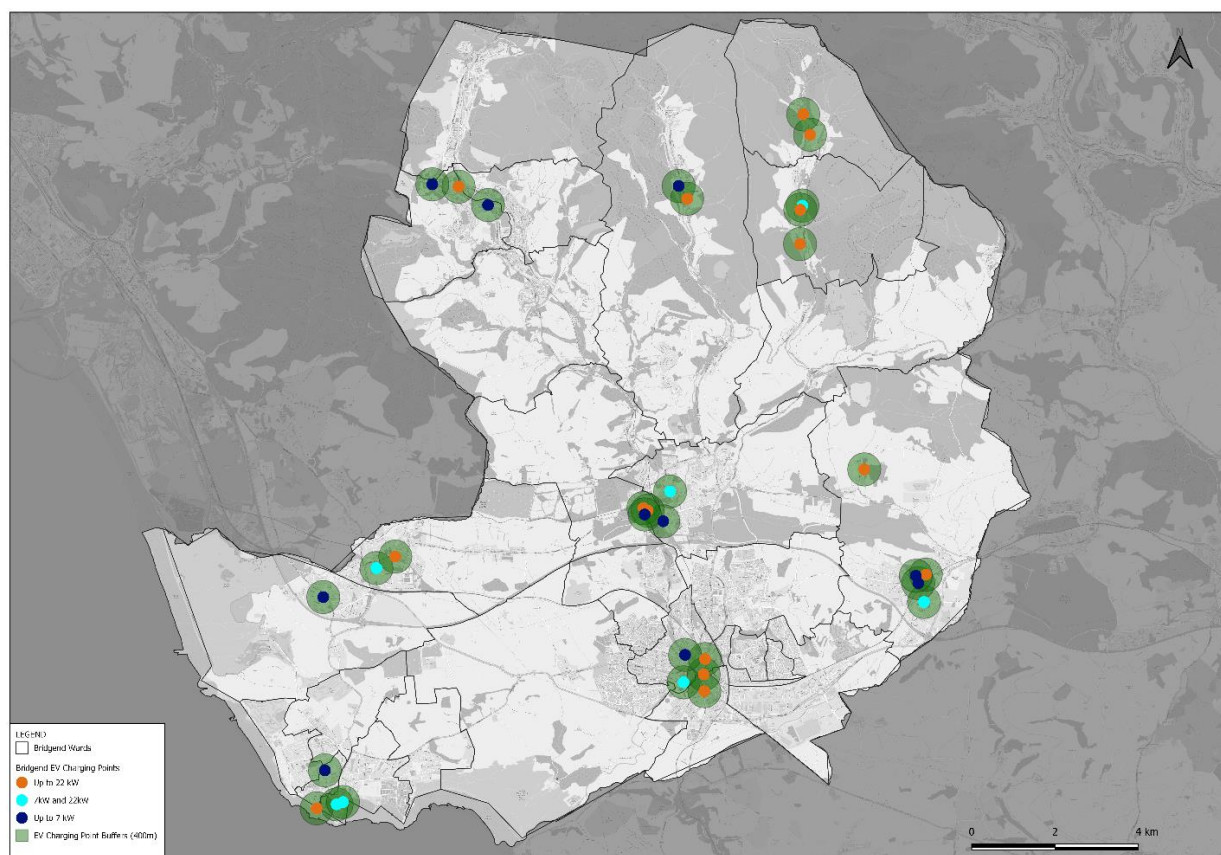
Figure 7 in Section 6 provides further information on the types of charging speeds currently available and the potential scenarios best suited to each speed.

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



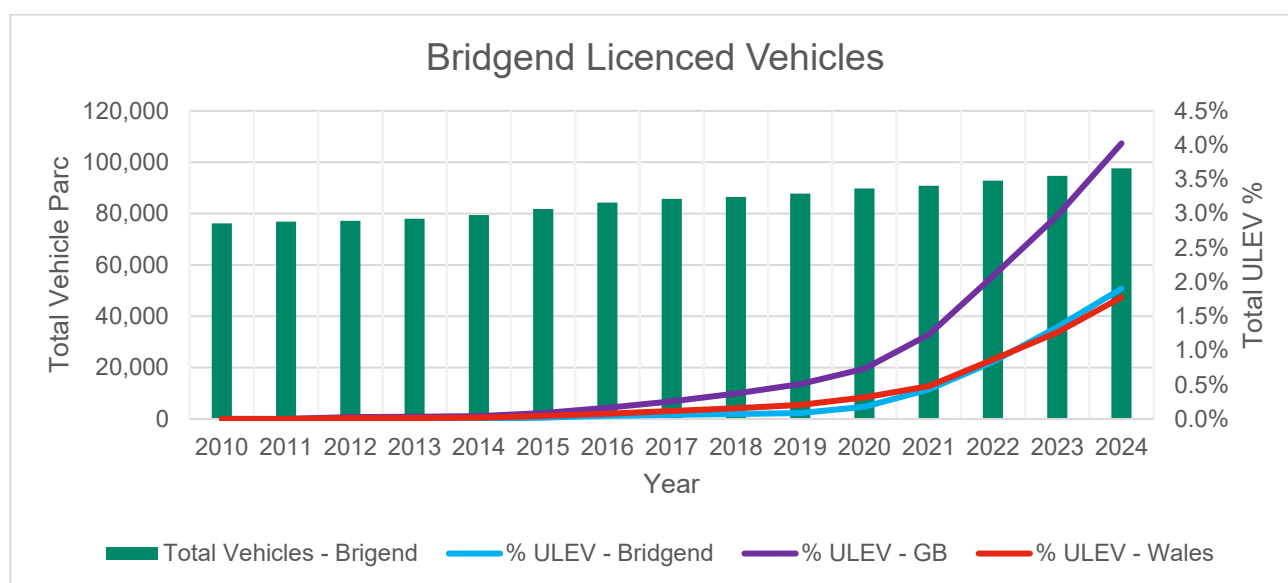
The coverage these Council commissioned chargepoints provide across the County is equivalent to 26% of the population within a 5-minute walk as shown in Figure 3. The chargepoints at Maesteg Row, 2 Heol Llan and Tremains Road Car Park in Bridgend currently serve the greatest number of households, with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

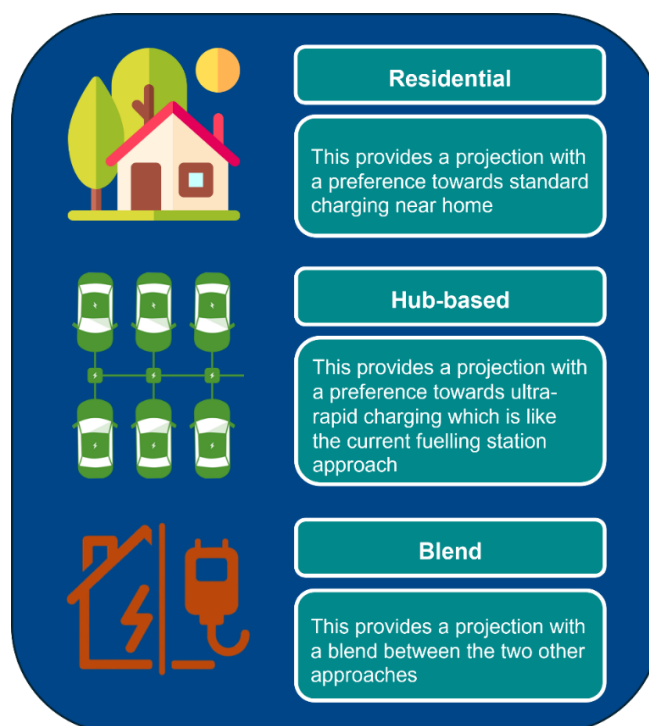
Modelling has been carried out using a best practice EV uptake forecast tool¹, to forecast the future number of EVs in the Bridgend area. As with any projection methodology these forecasts should be taken as indicative estimates which will need to be revisited and updated as and when new information 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 “medium²” 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

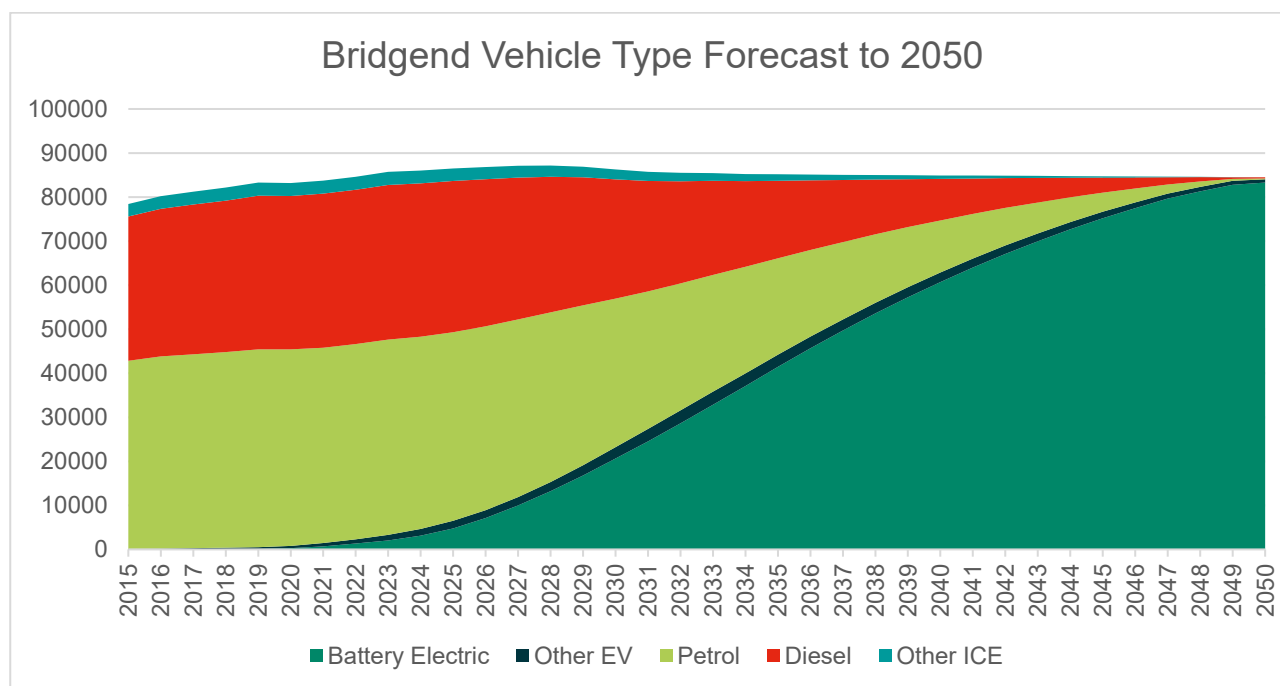
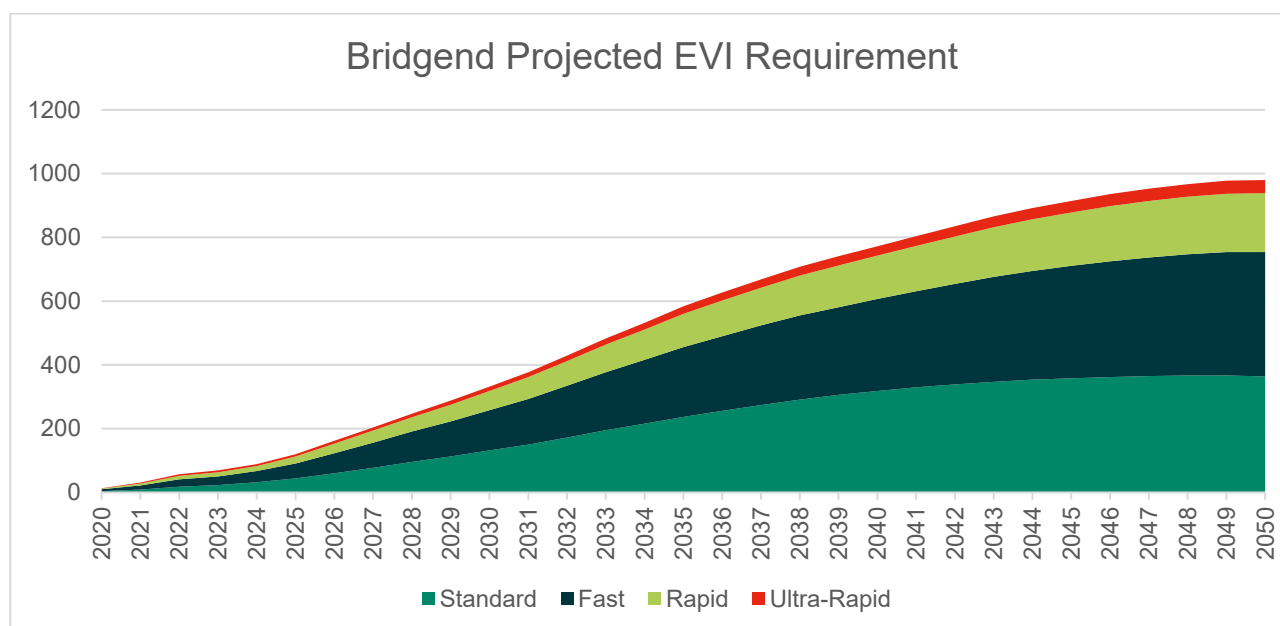


Figure 6 Forecast Required Chargepoints Across Bridgend by 2050



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.

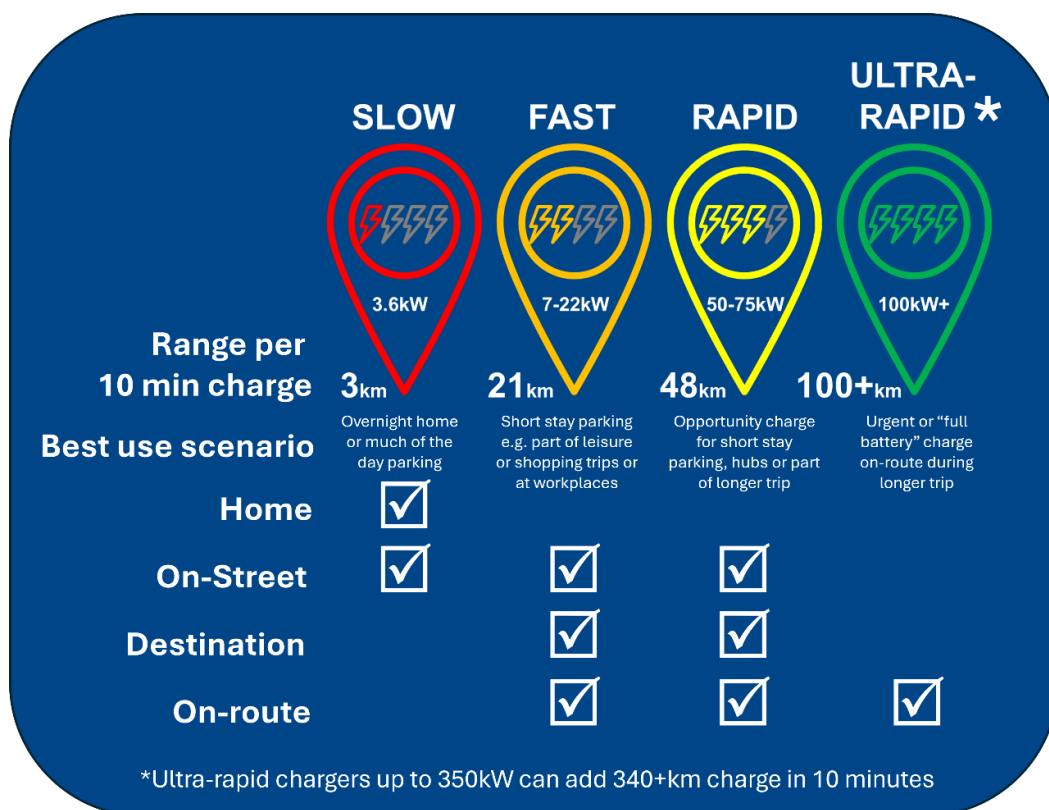
6. What are our ChargePoint options?

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

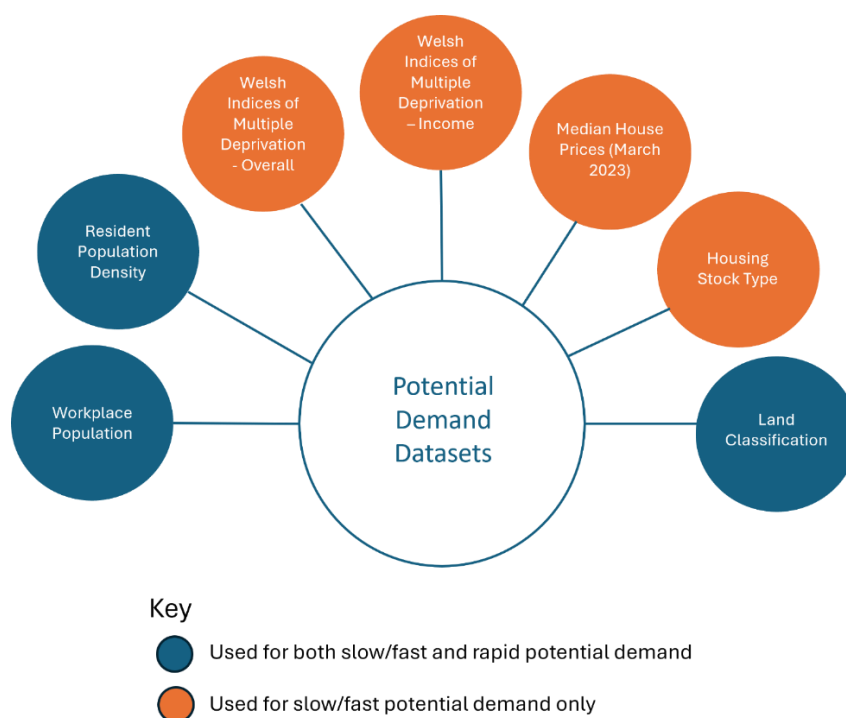
- ✗ Can be expensive, especially if extensive groundwork is required
- ✗ New form of infrastructure requirements for LAs to update local policy planning and process
- ✗ Limited use for flats and multioccupancy residential buildings

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” provision³ 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

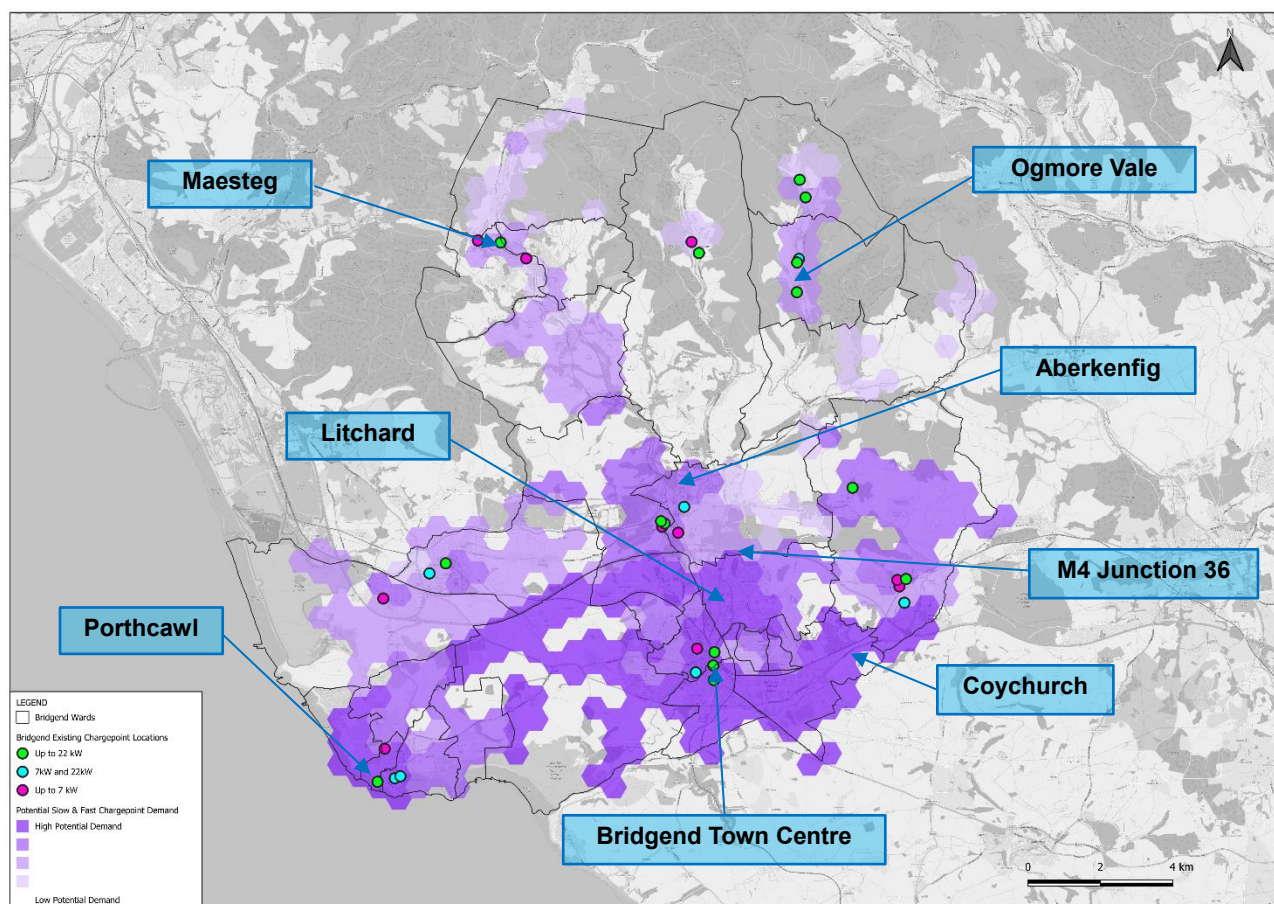


Table 2 further identifies a number of wards that have the greatest potential demand and key places and point of interest contained within them. These places will therefore be prioritised when identifying new EV chargepoints going forward. Consideration will also be given to valley communities such as Maesteg and Ogmores 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

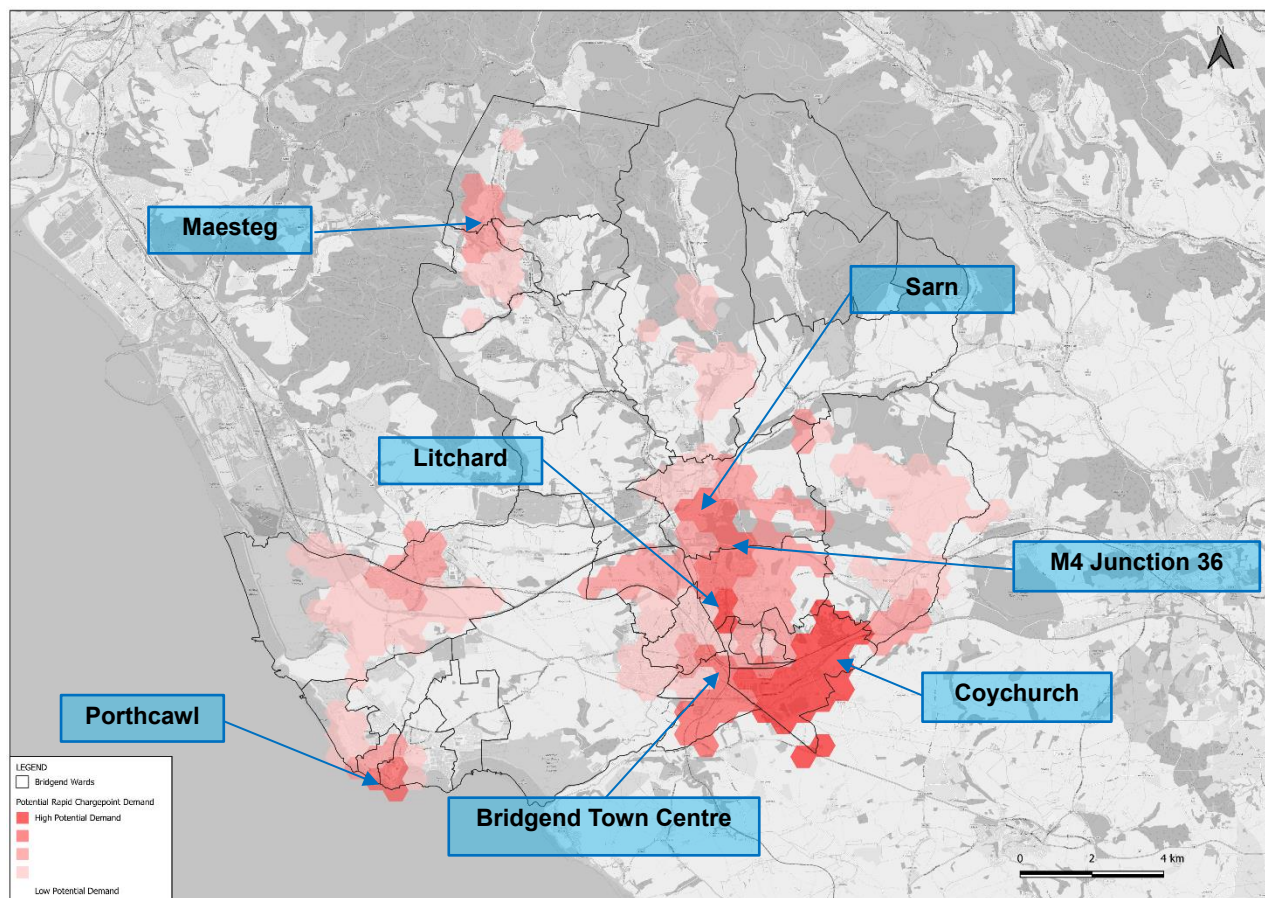
Note: Existing Council commissioned EV ChargePoint locations are highlighted in red.

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 Coity Higher	• Brackla • 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	• Tondur Iron Park • Bridgend Designer Outlet (Stores) • Welcome Break Sarn Park Services M4 • Ynysawdre Swimming Pool • Sarn Station Park and Ride

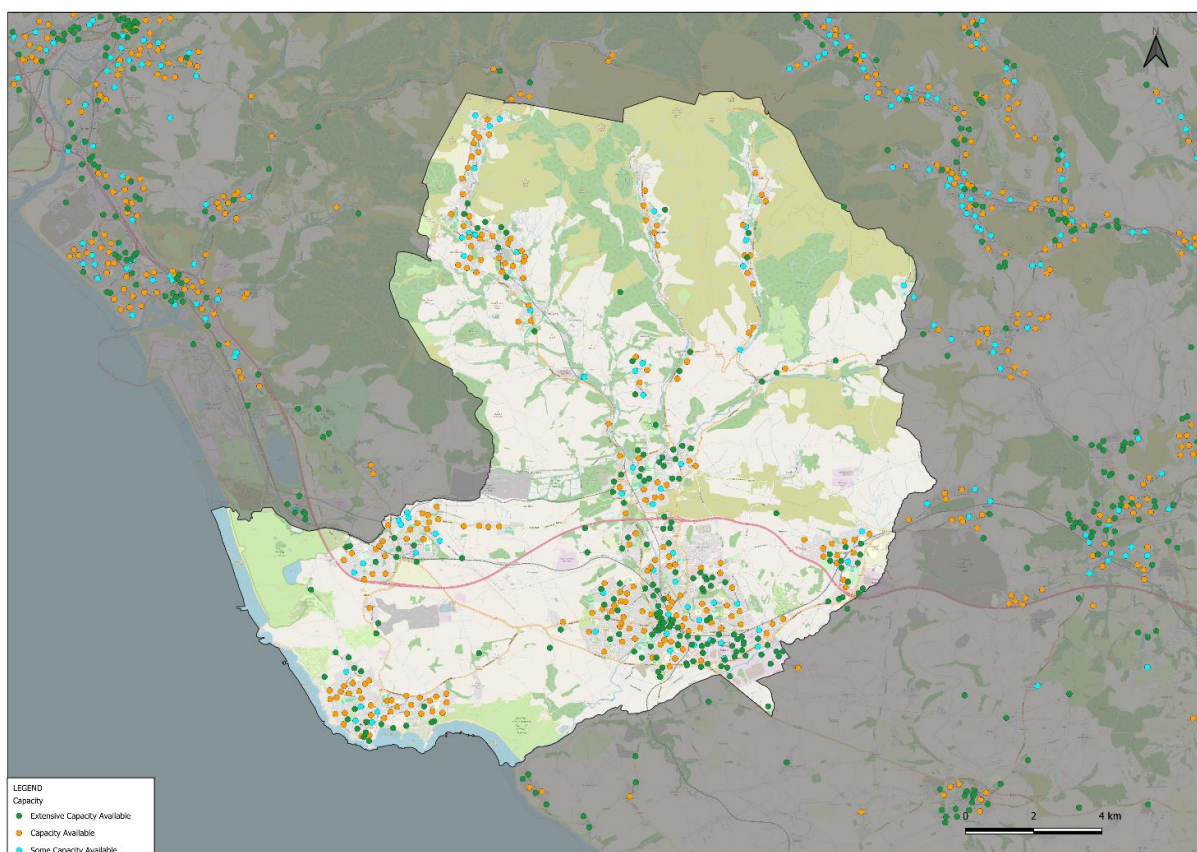
Caerau	• Caerau • Nantyllyllon • Spelter	
Pyle, Kenfig Hill and Cefn Cribwr	• Pyle • Kenfig Hill • Cefn Cribwr	• Village Farm Industrial Estate • Pyle Swimming Pool
Cornelly	• North Cornelly • South Cornelly	• Kenfig National Nature Reserve • Sker Beach
Pencoed and Penprysg	• Pencoed	• Pencoed Business 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 Data⁴

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.

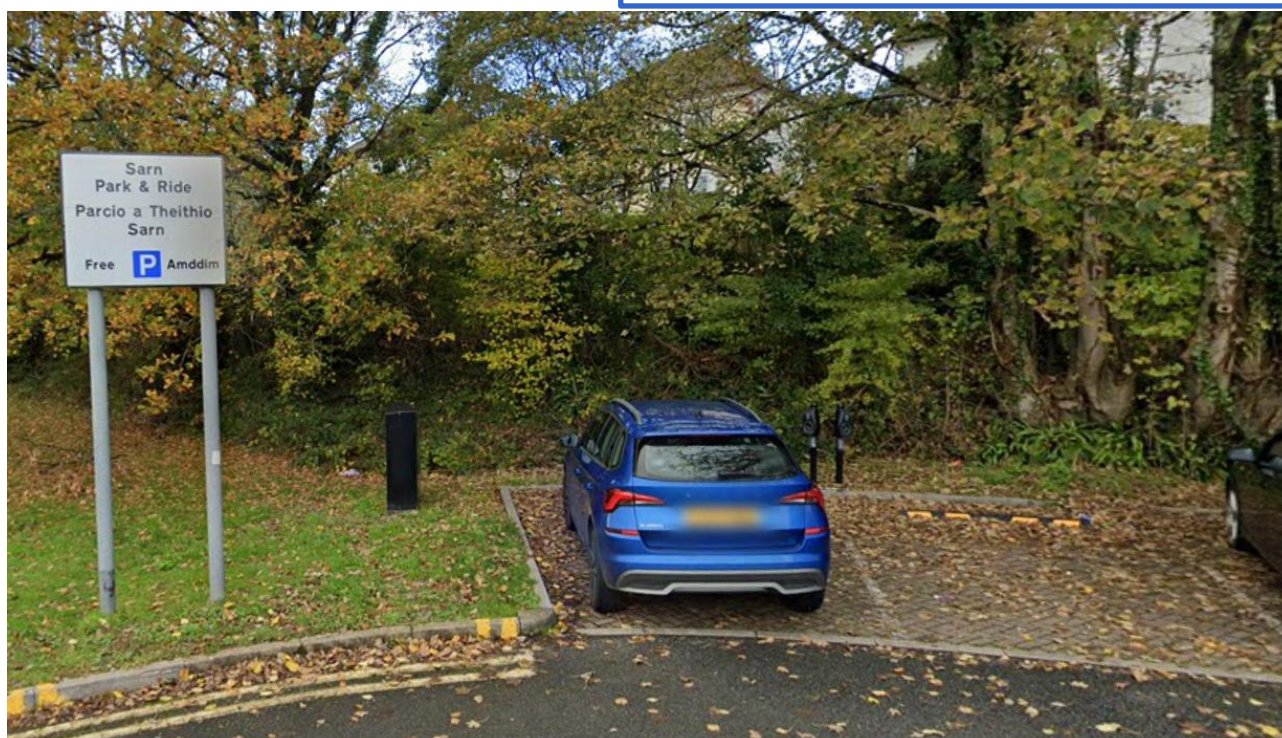
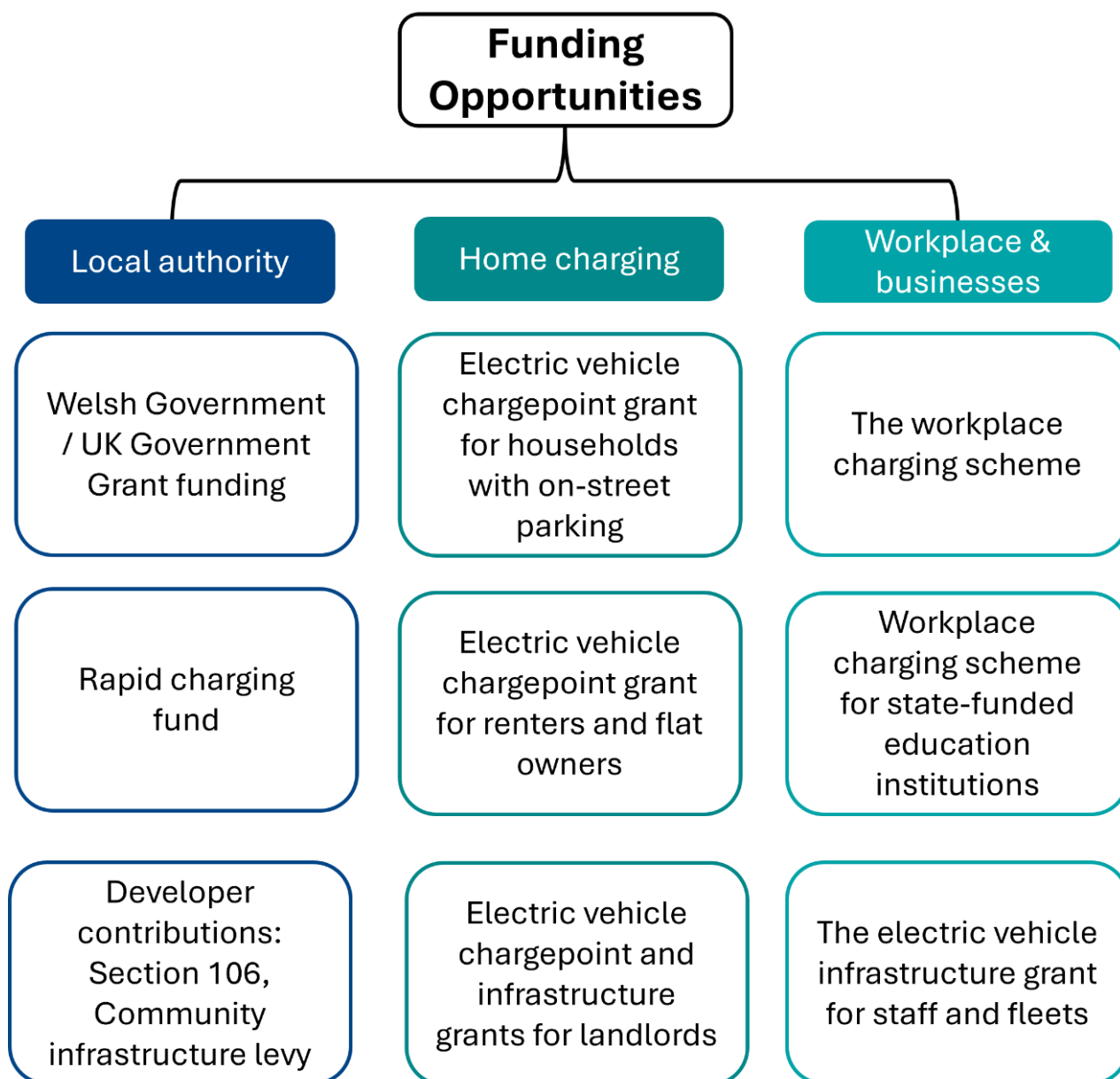


Figure 11 Funding Opportunities



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

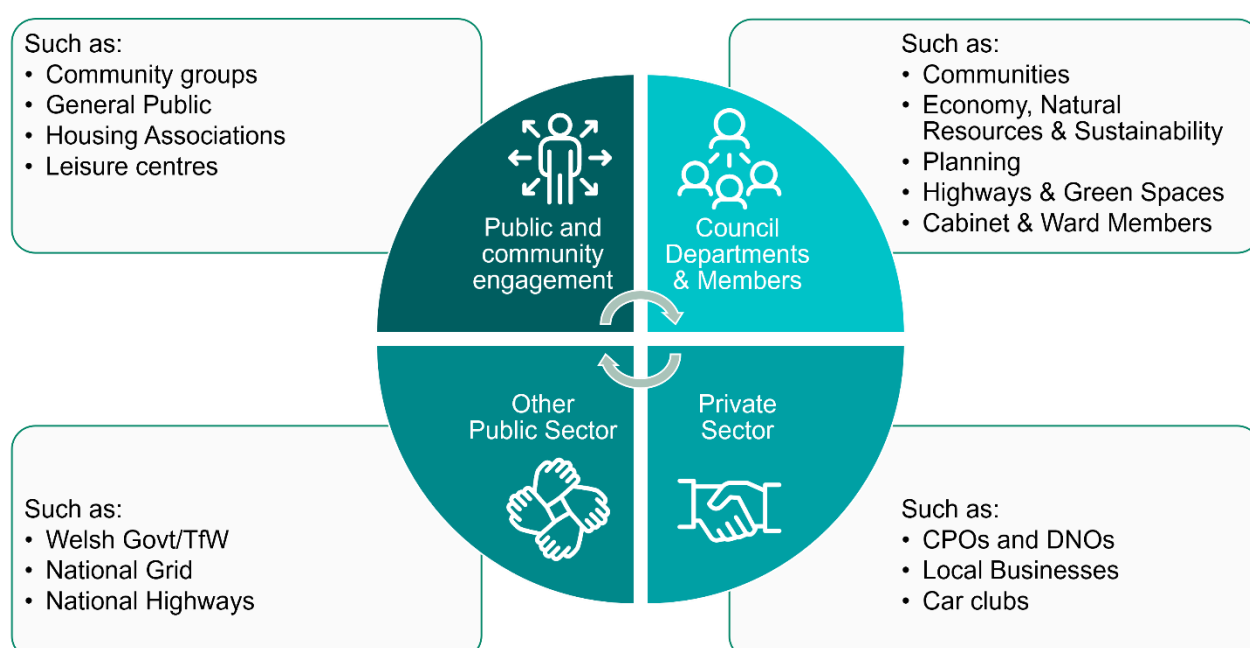
3.5	Ensure all new chargepoints meet the accessibility standards outlined in PAS 1899:2022 (or updated guidance if superseded) where possible based on location and space availability.	Deliver	Mid/long
Action Area 4: Develop an EV ChargePoint network which is sustainable economically, technically and 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

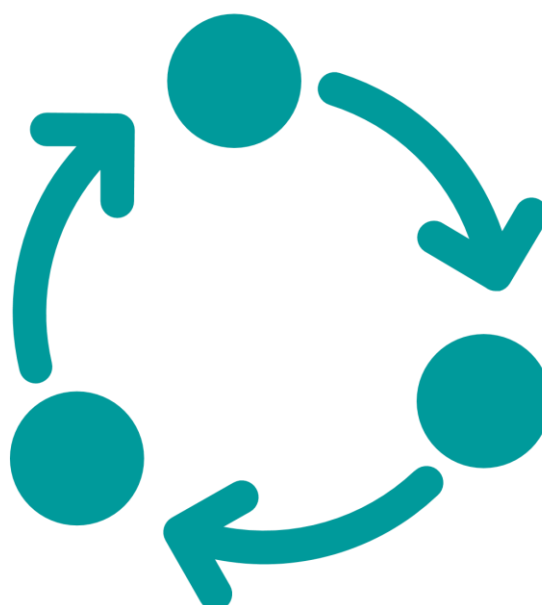


Monitoring and evaluation

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 accessibility⁵, 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

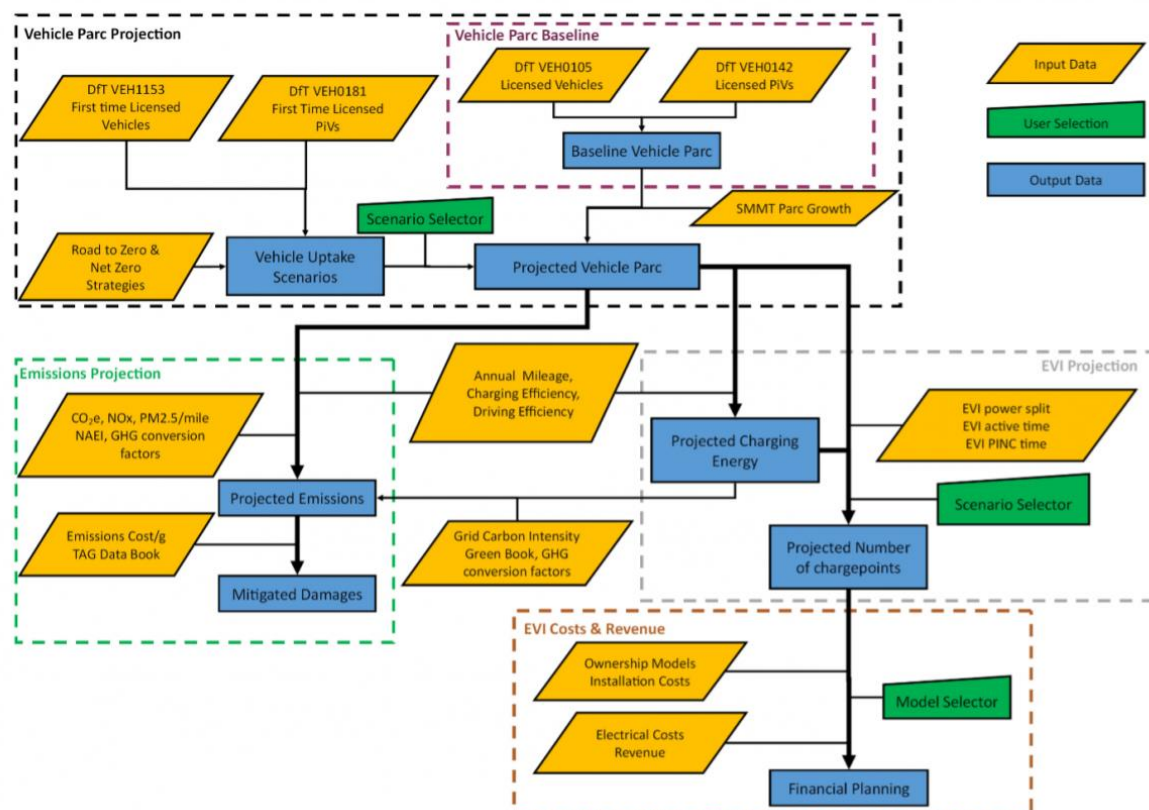
EV Forecast position methodology (adapted from NEVIS)

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.



EV 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 multiplies 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

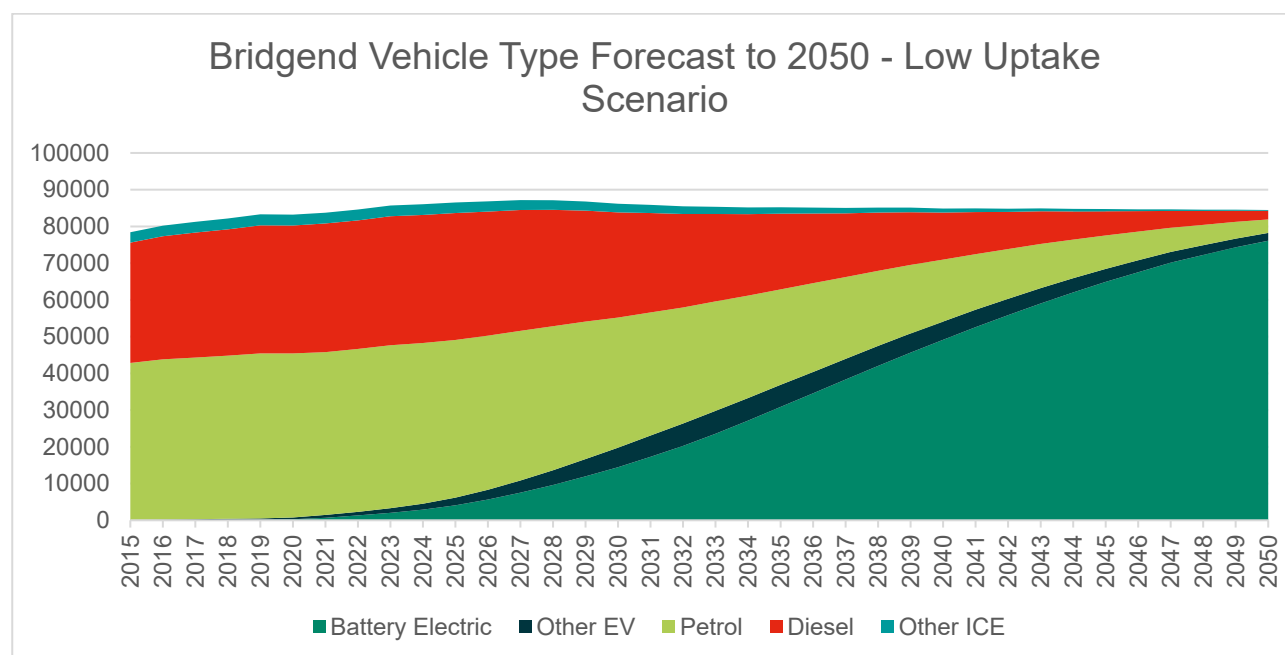
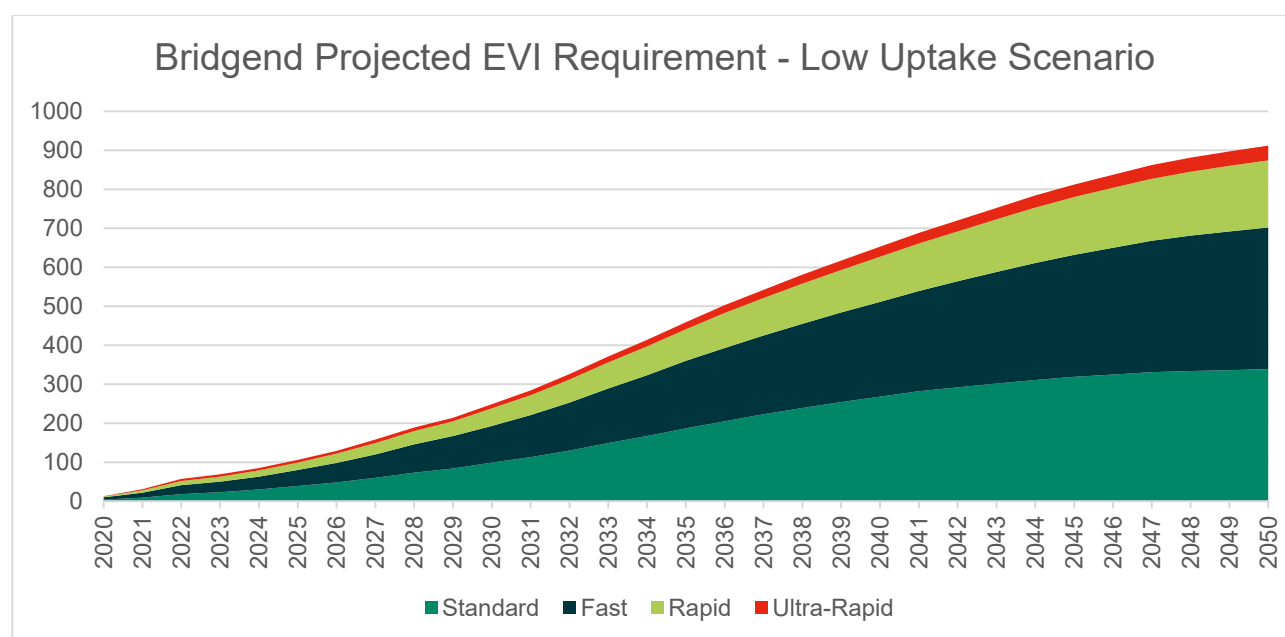


Figure C-2 Forecast Required Chargepoints Across Bridgend by 2050 Under the 'Low Uptake' Scenario



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

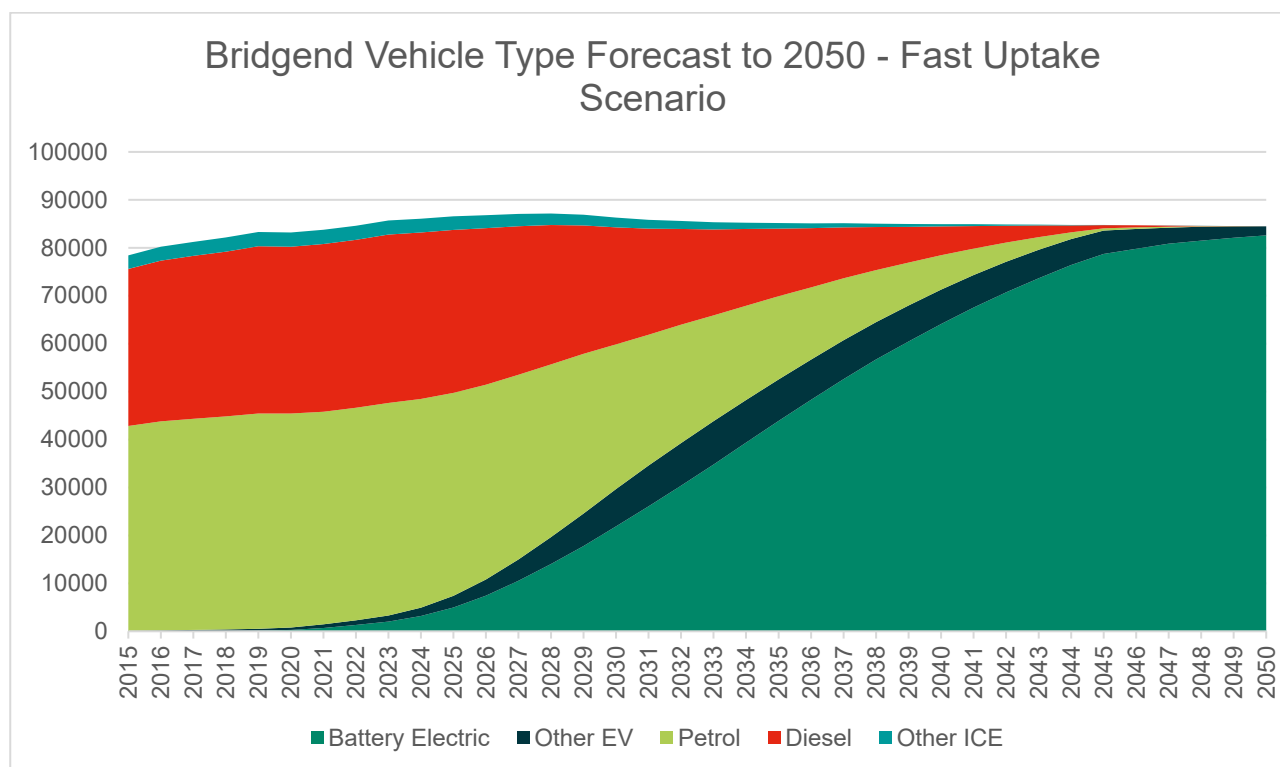
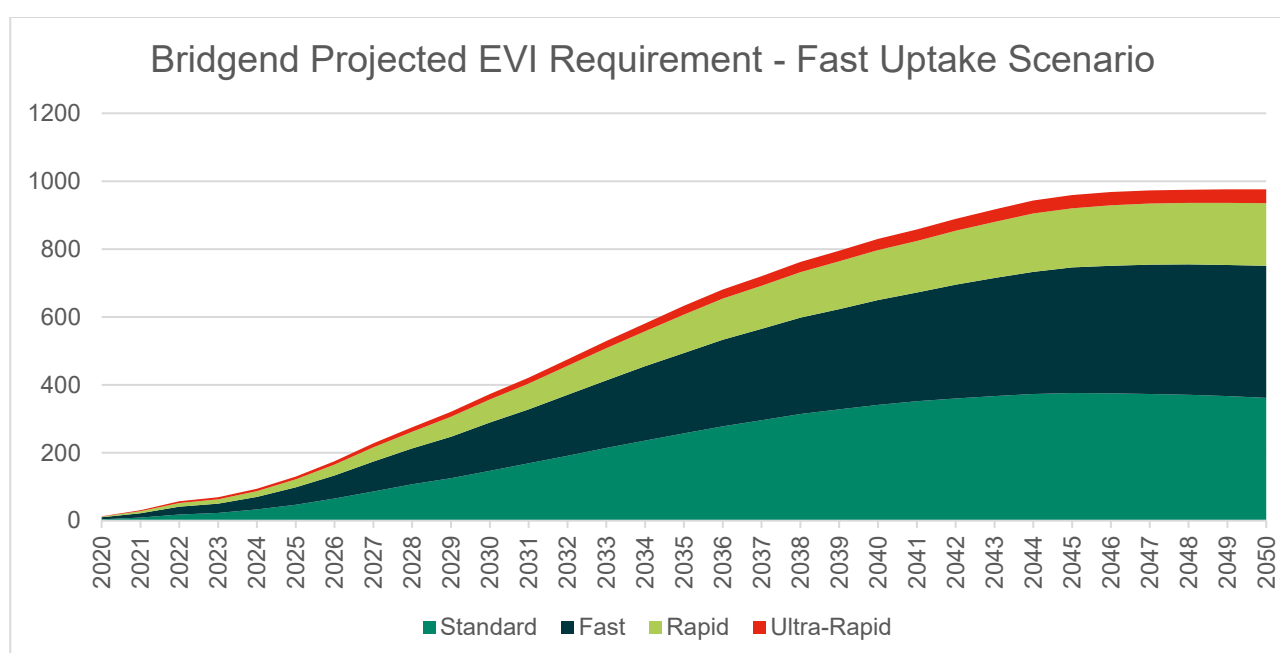
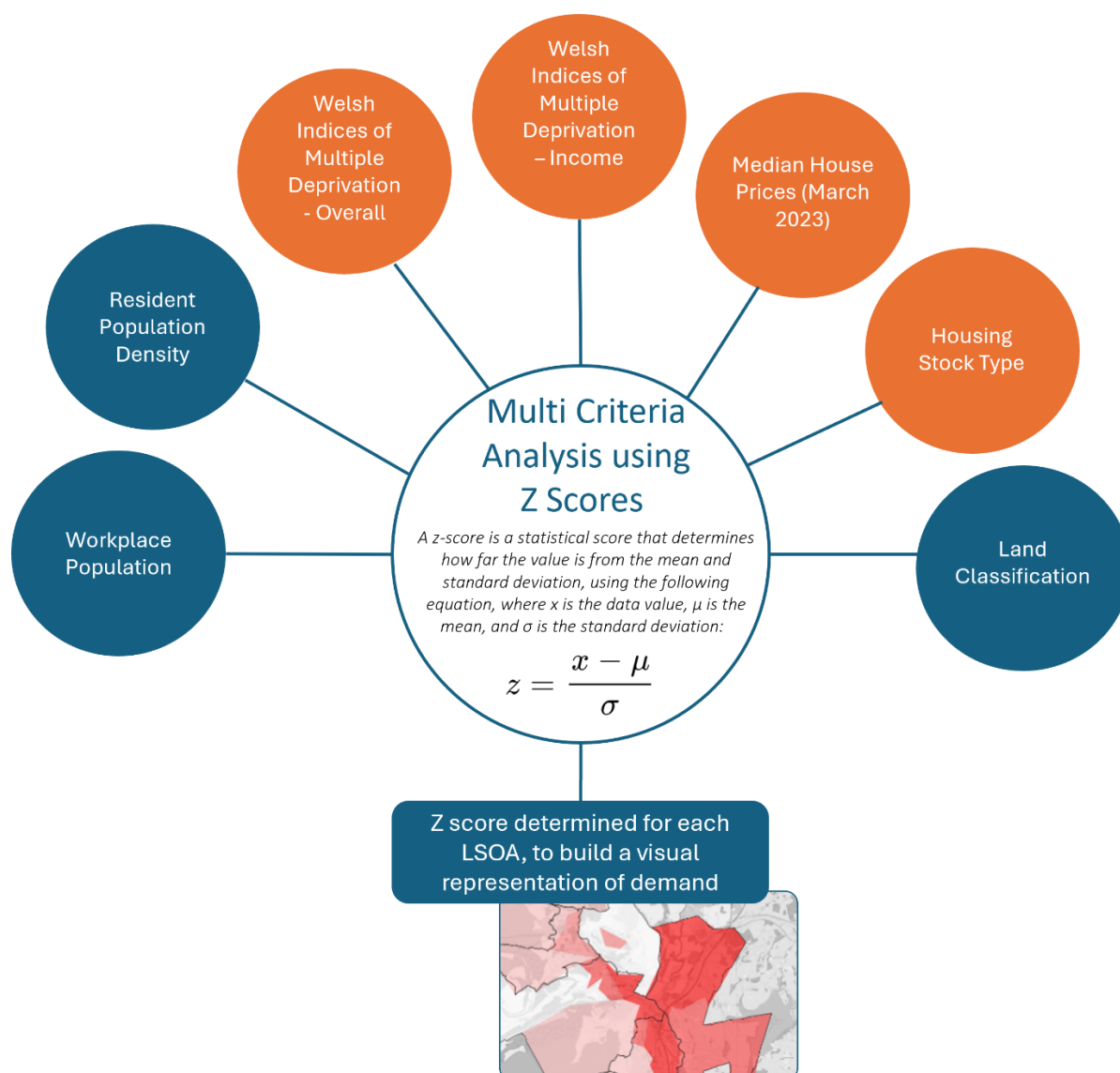


Figure C-4 Forecast Required Chargepoints Across Bridgend by 2050 Under the 'Fast Uptake' Scenario



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



Key

- Used for both slow/fast and rapid potential demand
- Used for slow/fast potential demand only

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 statistical 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

Funding Opportunities

Support for the installation of electric vehicle chargepoints is available through UK Government grant funding. These grants are designed to assist with the cost of installing EV charging infrastructure across a range of settings, including for individuals, landlords, businesses, the public sector, charities, and education institutions.

Access to this funding can help reduce the upfront costs associated with deploying chargepoints and support the continued expansion of EV infrastructure. Bridgend County Borough Council will continue to promote and signpost these opportunities to residents, organisations, and partners to help maximise uptake and enable delivery across the County.

Further information, including eligibility criteria and application details, is available at:

[Electric vehicle chargepoint grants - GOV.UK](#)

This page is intentionally left blank

Electric Vehicle Charging Strategy

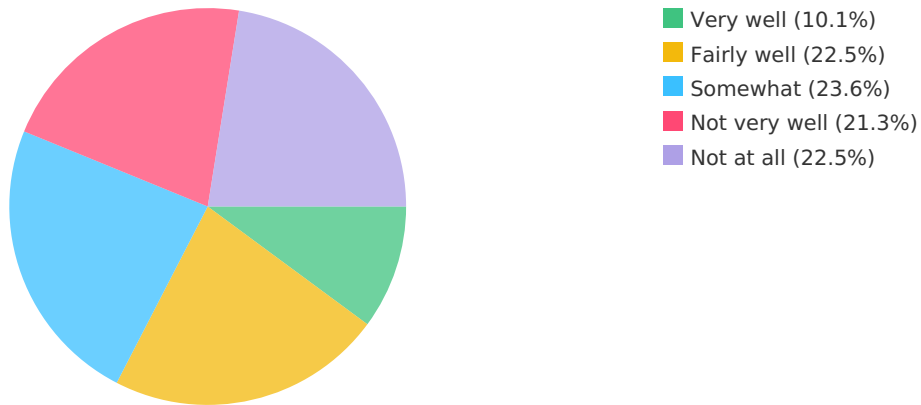
SURVEY RESPONSE REPORT

14 December 2022 - 05 July 2026

PROJECT NAME:

Electric Vehicle Charging Strategy

Q1. How well do you understand Bridgend Council's goals for transitioning to electric vehicles and achieving net zero by 2050?

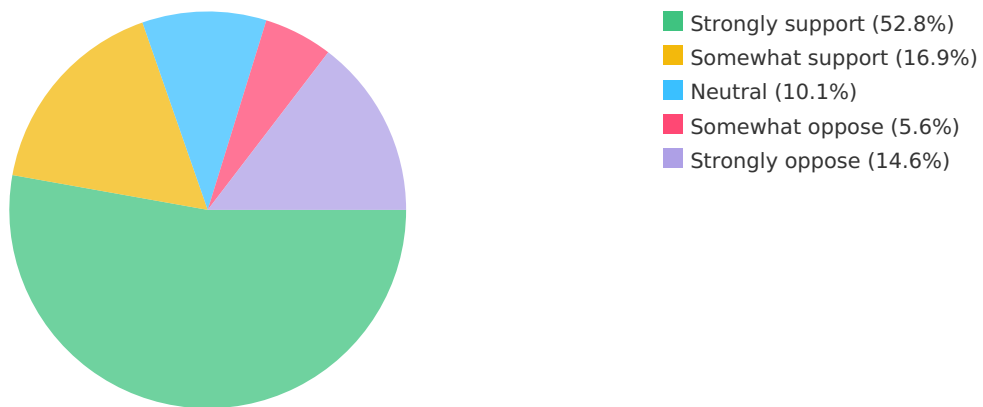


Question options	responses	%
● Very well	9	10.1
● Fairly well	20	22.5
● Somewhat	21	23.6
● Not very well	19	21.3
● Not at all	20	22.5

Optional question · 89 responses · 0 skipped

Question type : Radio Button Question

Q2. To what extent do you support the council's aim to install an inclusive, accessible, and affordable public EV charging network by 2030?

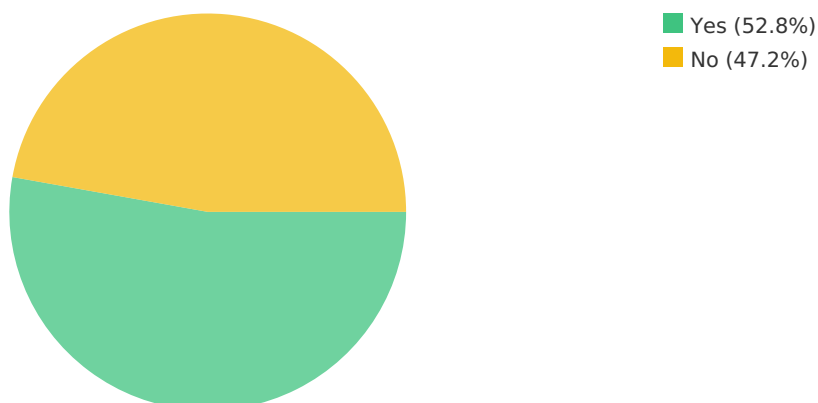


Question options	responses	%
● Strongly support	47	52.8
● Somewhat support	15	16.9
● Neutral	9	10.1
● Somewhat oppose	5	5.6
● Strongly oppose	13	14.6

Optional question · 89 responses · 0 skipped

Question type : Radio Button Question

Q3. Do you or someone in your household currently have access to a private driveway or off-street parking suitable for EV charging?



Question options	responses	%
● Yes	47	52.8
● No	42	47.2
● Not sure	0	0.0

Optional question · 89 responses · 0 skipped

Question type : Radio Button Question

Q4. Which of the following locations would you prefer to see new EV charging points installed? (Select all that apply)

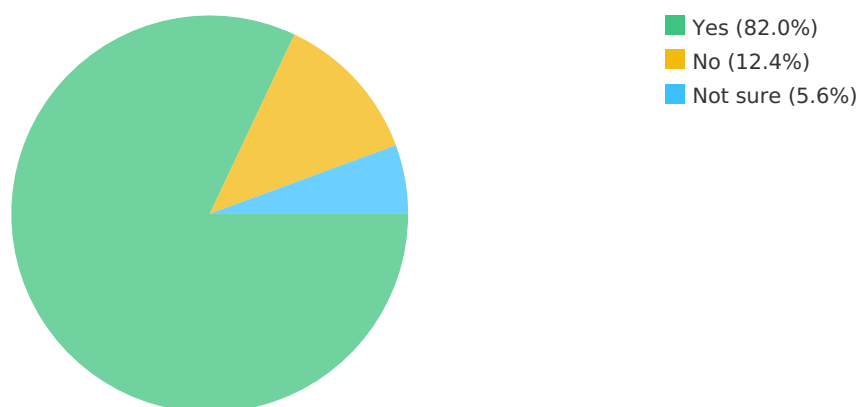


Question options	responses	%
● Local car parks	51	58.0
● Supermarkets	50	56.8
● Parks and beaches	33	37.5
● On-street in residential areas	57	64.8
● Business parks or workplaces	43	48.9
● Leisure centres or swimming pools	40	45.5
● Mobility hubs (e.g., transport interchanges)	27	30.7
● Other (please specify)	13	14.8

Optional question · 88 responses · 1 skipped

Question type : Checkbox Question

Q5. 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)?

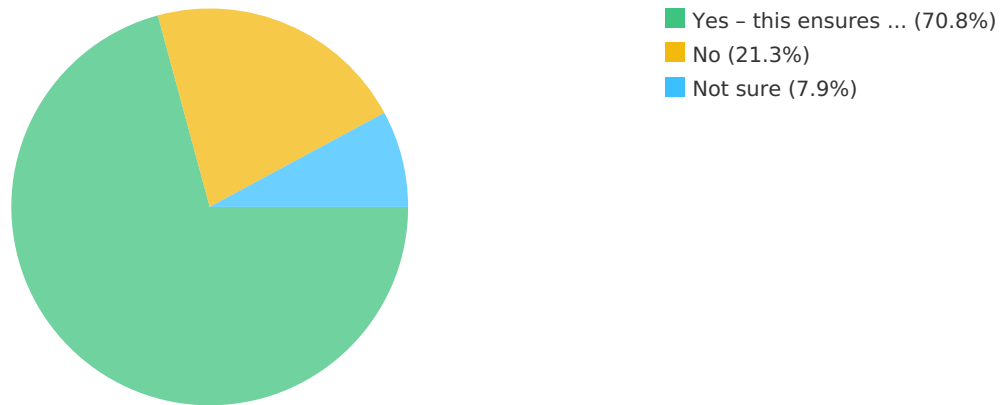


Question options	responses	%
● Yes	73	82.0
● No	11	12.4
● Not sure	5	5.6

Optional question · 89 responses · 0 skipped

Question type : Radio Button Question

Q6. 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?



Question options	responses	%
● Yes - this ensures charging is accessible for everyone	63	70.8
● No	19	21.3
● Not sure	7	7.9

Optional question · 89 responses · 0 skipped

Question type : Radio Button Question

Q7. What type of charge point/Technology would you like to see across Bridgend?

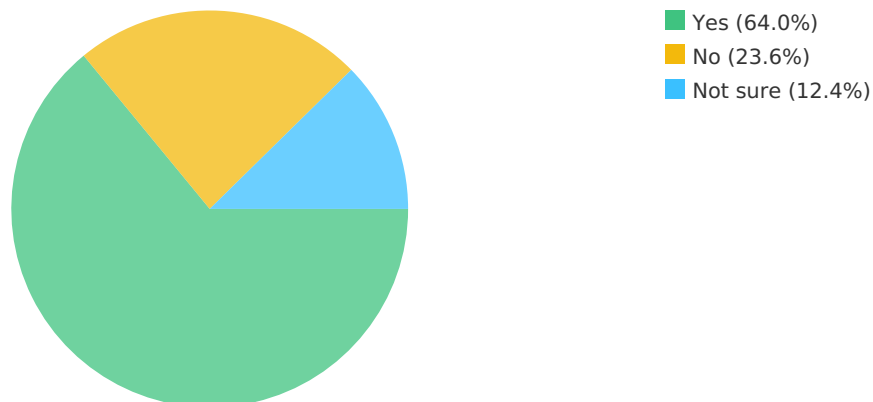


Question options	responses	%
● Lamppost	62	75.6
● Gully	41	50.0
● Lance	19	23.2
● Bollard	48	58.5
● Hubs	49	59.8

Optional question · 82 responses · 7 skipped

Question type : Checkbox Question

Q8. 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?

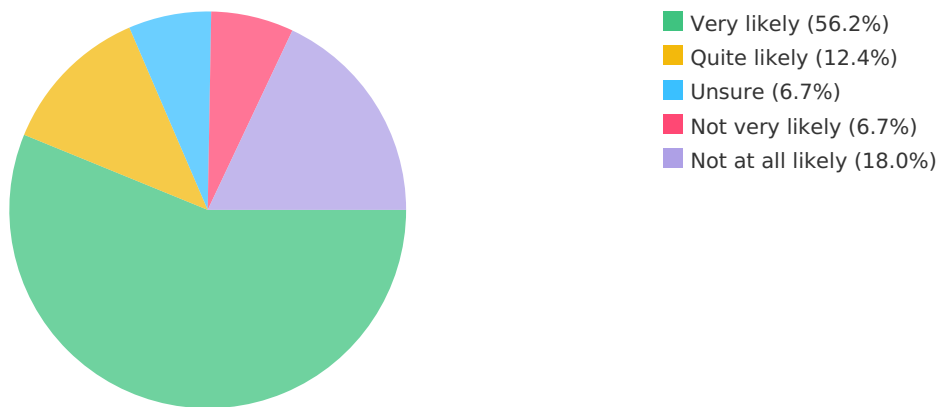


Question options	responses	%
● Yes	57	64.0
● No	21	23.6
● Not sure	11	12.4

Optional question · 89 responses · 0 skipped

Question type : Radio Button Question

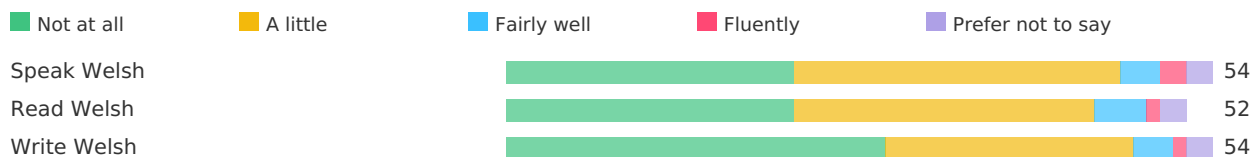
Q9. If more charge points were installed in convenient locations, how likely are you to switch to or consider an electric vehicle in the next 5 years?



Question options	responses	%
Very likely	50	56.2
Quite likely	11	12.4
Unsure	6	6.7
Not very likely	6	6.7
Not at all likely	16	18.0

Optional question · 89 responses · 0 skipped
Question type : Radio Button Question

Q10. Are you able to to...

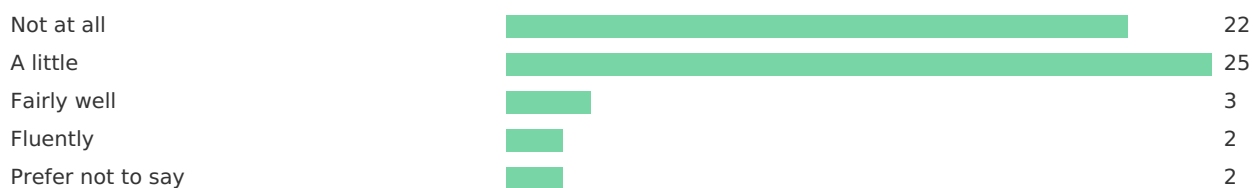


Question options	● Not at all	● A little	● Fairly well	● Fluently	● Prefer not to say
Speak Welsh	22	25	3	2	2
Read Welsh	22	23	4	1	2
Write Welsh	29	19	3	1	2

Optional question · 54 responses · 35 skipped

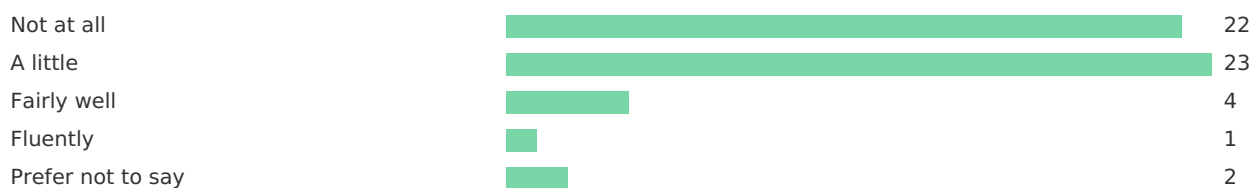
Question type : Likert Question

Q10. Are you able to to... — Speak Welsh



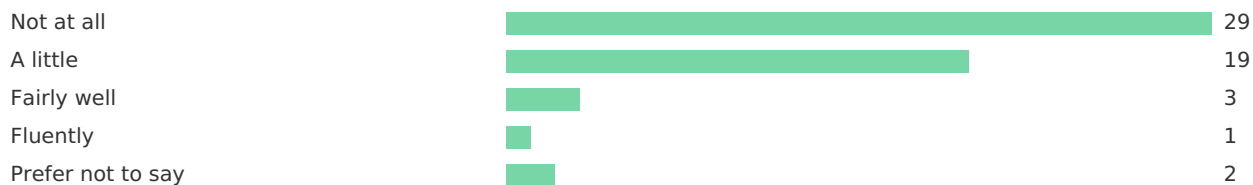
Question options	responses	%
● Not at all	22	40.7
● A little	25	46.3
● Fairly well	3	5.6
● Fluently	2	3.7
● Prefer not to say	2	3.7

Q10. Are you able to to... — Read Welsh



Question options	responses	%
● Not at all	22	42.3
● A little	23	44.2
● Fairly well	4	7.7
● Fluently	1	1.9
● Prefer not to say	2	3.8

Q10. Are you able to to... — Write Welsh



Question options	responses	%
● Not at all	29	53.7
● A little	19	35.2
● Fairly well	3	5.6
● Fluently	1	1.9
● Prefer not to say	2	3.7

Meeting of:	COMMUNITIES, ENVIRONMENT AND HOUSING OVERVIEW AND SCRUTINY COMMITTEE
Date of Meeting:	13 JULY 2026
Report Title:	FORWARD WORK PROGRAMME UPDATE
Report Owner: Responsible Chief Officer / Cabinet Member	CHIEF OFFICER – LEGAL, REGULATORY AND ELECTORAL SERVICES
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 Draft 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 13 May 2026, 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 2027, 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 2027.
- 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.

Identification of Further Items

- 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:

Recommended Criteria for Selecting Scrutiny Topics:

- | | |
|--------------------|--|
| 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.
- 3.7 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. Recommendations

- 9.1 The Committee is recommended to:
- a) Consider and approve the Draft 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.

Communities, Environment and Housing Overview and Scrutiny Committee
2026-27 Forward Work Programme

Monday, 15 June 2026 at 4pm		
Report Topic	Information Required / Committee's Role	Invitees
Bathing Water Quality Issues and Impacts of the River Ogmore	Representatives from Dwr Cymru Welsh Water and Natural Resources Wales to be invited.	<u>Cabinet Members</u> Leader of the Council; Cabinet Member for Finance and Transformation; Cabinet Member(s) for Communities and Environment. <u>Officers</u> Chief Executive; Chief Officer – Legal, Regulatory and Electoral Services <u>External</u> Operational Manager - Enterprise and Specialist Services (SRS); Representatives from Natural Resources Wales and Dŵr Cymru Welsh Water. Representative from A Peace for Nature
Audit Wales Report – Bridgend County Borough Council Planning and Development Service	Update on Recommendations	<u>Cabinet Members</u> Cabinet Member for Regeneration and Housing <u>Officers</u> Corporate Director – Communities; Head of Public Realm; Group Manager Planning and Development Services.

Monday, 13 July 2026 at 4pm		
Report Topic	Information Required / Committee's Role	Invitees
Bridgend Town Centre Masterplan & Regeneration		<u>Cabinet Member</u> Cabinet Member for Regeneration and Housing; <u>Officers</u> Corporate Director – Communities; Head of Public Realm; Group Manager – Strategic Regeneration.
Bridgend County Borough Council Net Zero Strategy	Pre-Decision	<u>Cabinet Members</u> Cabinet Member(s) for Communities and Environment.

		<u>Officers</u> Corporate Director – Communities; Head of Public Realm; Group Manager Green Spaces and Sustainability; Decarbonisation Programme Manager.
Bridgend County Borough Council Electric Vehicle Charging Strategy Post Consultation	Pre-Decision	<u>Cabinet Members</u> Cabinet Member(s) for Communities and Environment. <u>Officers</u> Corporate Director – Communities; Head of Public Realm; Group Manager Green Spaces and Sustainability; and Sustainable Development Manager.

<u>Monday, 12 October 2026 at 4pm</u>		
Report Topic	Information Required / Committee's Role	Invitees
Bridgend Town Centre Masterplan	Post Review of the Masterplan	<u>Cabinet Member</u> Cabinet Member for Regeneration and Housing; <u>Officers</u> Corporate Director – Communities; Head of Public Realm; Group Manager – Strategic Regeneration.
Condition of the Highways and Status of Road Resurfacing Programme	Update on progress and budget: - Repairs and maintenance; - Road resurfacing and potholes; - Network management of utilities; and - The development of internal metrics for repairs and closing referrals. - To include information on the new Hotbox Teams, number of potholes filled and investment.	<u>Cabinet Member</u> Cabinet Member(s) for Communities and Environment; <u>Officers</u> Corporate Director – Communities; Head of Operations – Communities; Group Manager – Highways and Infrastructure; Highways Network Manager.
Maesteg Town Hall TBC	Impact and outcomes Outcome of survey re: use of venue To include a walkaround the week before the meeting. Lessons learned to include: - Reasons for the overall project cost;	<u>Cabinet Member</u> Cabinet Member for Regeneration and Housing; <u>Officers</u> Corporate Director – Communities; Head of Public Realm; Group Manager – Strategic Regeneration.

APPENDIX A

Grand Pavillion TBC	- Details of the challenges encountered that led to increased costs (within the overall envelope); and - An appraisal of what could have changed or been done differently. Project Update To include a walkaround the week before the meeting .	<u>External</u> Representatives from Awen <u>Cabinet Member</u> Cabinet Member for Regeneration and Housing; <u>Officers</u> Corporate Director – Communities; Head of Public Realm; Group Manager – Strategic Regeneration.
----------------------------	--	--

Monday, 7 December 2026 at 4pm

Report Topic	Information Required / Committee's Role	Invitees
Local Lettings Policy – Porthcawl	Housing	<u>Cabinet Member</u> Cabinet Member for Regeneration and Housing; <u>Officers</u> Corporate Director – Social Services and Wellbeing; Group Manager – Housing and Homelessness Services.
Fleet Services Review	Pre-Decision	<u>Cabinet Member</u> Cabinet Member(s) for Communities and Environment; <u>Officers</u> Corporate Director - Communities; Head of Operations - Communities; Group Manager - Highways and Infrastructure.

Monday, 15 February 2027 at 4pm

Report Topic	Information Required / Committee's Role	Invitees
TBC		<u>Cabinet Member</u> Cabinet Member(s) for Communities and Environment / Regeneration and Housing <u>Officers</u> Corporate Director – Communities.

<u>Monday, 15 March 2027 at 4pm</u>		
Report Topic	Information Required / Committee's Role	Invitees
TBC		<u>Cabinet Member</u> Cabinet Member(s) for Communities and Environment / Regeneration and Housing <u>Officers</u> Corporate Director – Communities.

Referral from COSC – 29 June 2026

The Committee were advised that the Committees Directorate are implementing a new Integrated Work Management System and requested that Communities, Environment and Housing Overview and Scrutiny Committee consider requesting a report regarding the new system.

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

- Cemeteries Review (June 2027)
- Street / Utility work including charges
- 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
- Housing (with Registered Social Landlord Invitees)
- 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.
- Final UKSPF monitoring report, including a complete analysis of the successes and the lessons learned for future projects and to include:
- details of how the public, businesses and community organisations were informed and supported to make full use of available funding, including how the Bridgend County Prosperity Co-Production Framework had informed decision-making about the UKSPF.
- detailed information regarding the feasibility studies funded by the UKSPF and how many have or will become viable projects.
- detailed evaluation of the sustainability of jobs created across the three themes as a result of UKSPF funding, to include the monitoring processes and the support offered by BCBC; and
- detailed information about the impact the cut in funding during the transition year had on projects in the community

Briefings:

Topic	Information Required / Committee's Role	Invitees
Update regarding Maesteg Town Hall and the Grand Pavilion	Request made by CEH OSC on 15 June 2026.	

Future Waste Services	Including information regarding complaints see referral from COSC / GAC below *	All Member Briefing pre-Council - July 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

***Referral from Corporate Overview and Scrutiny Committee – 11 December 2025**

The Committee discussed the Corporate Complaints report presented to the previous meeting of the Governance and Audit Committee (GAC) on 27 November 2025 where concerns were raised regarding the number of complaints regarding waste contract, the majority of which were upheld. The Committee were given some reassurance by the Corporate Director and advised that GAC have requested further information but requested that the issue be referred to the Communities, Environment and Housing Overview and Scrutiny Committee for information in the meantime. Potentially if Members wish this could be included in the Briefing on future waste services.

This page is intentionally left blank

APPENDIX B

Communities, Environment and Housing Overview and Scrutiny Committee
RECOMMENDATIONS MONITORING ACTION SHEET 2026-2027

Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
15 June 2026	Bathing Water Quality Issues and Impacts of the River Ogmore	Given the poor water quality reported at Ogmore By Sea, and that those who bathe in the waters on the other side of the river, at Merthyr Mawr / Newton being unaware whether the water was safe to bathe in without monitoring, the Committee recommended that consideration be given to an application to Welsh Government for designating Newton as a bathing water under the Bathing Water Regulations, having regard to the impact on all users e.g. bathers, small boat clubs, dog walkers, etc. and meanwhile options be explored for live monitoring of the water quality at Merthyr Mawr / Newton.	Chief Officer – Legal, Regulatory and Electoral Services / Operational Manager Enterprise and Specialist Services – Shared Regulatory Services	Recommendations circulated requesting response – to be provided.	
15 June 2026	Bathing Water Quality Issues and Impacts of the River Ogmore	Given the importance of the safety of all users, the Committee recommended that consideration be given to exploring and investigating the potential of taking action against Dwr Cymru Welsh Water (DCWW) on statutory	Chief Officer – Legal, Regulatory and Electoral Services / Operational Manager Enterprise and Specialist Services – Shared Regulatory Services	Recommendations circulated requesting response – to be provided.	

APPENDIX B

Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
		nuisance, environmental health and public health grounds.			
15 June 2026	Bathing Water Quality Issues and Impacts of the River Ogmore	The Committee discussed the increased rainfall and extreme weather being experienced and its increased impact on the rivers flowing into the River Ogmore and recommended that options for mitigating against the effects of excess rainfall across the County Borough, be explored.	Chief Officer – Legal, Regulatory and Electoral Services / Operational Manager Enterprise and Specialist Services – Shared Regulatory Services	Recommendations circulated requesting response – to be provided.	
15 June 2026	Bathing Water Quality Issues and Impacts of the River Ogmore	The Committee requested regular progress reports be provided.	Chief Officer – Legal, Regulatory and Electoral Services / Operational Manager Enterprise and Specialist Services – Shared Regulatory Services	Recommendations circulated requesting response – to be provided.	
15 June 2026	Bathing Water Quality Issues and Impacts of the River Ogmore	The Committee welcomed the general discussion about interventions, but requested that more technical detail be provided in future reports to the Committee, including, specifically, planned mitigations and timescales e.g. details of how many sewers were to be relined, where Combined Sewer	Chief Officer – Legal, Regulatory and Electoral Services / Operational Manager Enterprise and Specialist Services – Shared Regulatory Services	Recommendations circulated requesting response – to be provided.	

APPENDIX B

Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
		Overflows or rain gardens were to be installed, etc. and how the Authority could work with DCWW e.g. to separate rainwater from the sewage system, etc.			
15 June 2026	Bathing Water Quality Issues and Impacts of the River Ogmore	The Committee requested that the presentations made by representatives from DCWW and Natural Resources Wales be circulated to all Committee Members.	Chief Officer – Legal, Regulatory and Electoral Services / Operational Manager Enterprise and Specialist Services – Shared Regulatory Services	Recommendations circulated requesting response – to be provided.	
15 June 2026	Audit Wales Report – Bridgend County	The Committee recommended that haste consideration be given to the sufficiency of funding for the Service.	Corporate Director – Communities / Group Manager Planning and Development Services	Recommendations circulated requesting response – to be provided.	
15 June 2026	Audit Wales Report – Bridgend County	The Committee discussed public perception of the Development Control (DC) process and recommended the provision of more communication and raising public awareness of the planning process, particularly regarding large scale planning applications and consultations.	Corporate Director – Communities / Group Manager Planning and Development Services	Recommendations circulated requesting response – to be provided.	

APPENDIX B

Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
15 June 2026	Audit Wales Report – Bridgend County	The Committee also discussed instances when the DC Committee refuses an application recommended for approval and recommended that consideration be given to providing DC Committee Members with appropriate Officer support with finalising their reasons for refusing a planning application.	Corporate Director – Communities / Group Manager Planning and Development Services	Recommendations circulated requesting response – to be provided.	
15 June 2026	Forward Work Programme	The Committee requested a Member Briefing be held to provide an update on Maesteg Town Hall and the Grand Pavilion in the meantime, whilst awaiting the reports scheduled for the 12 October meeting.	Corporate Director – Communities	Recommendations circulated requesting response – to be provided.	