

<b>Meeting of:</b>	<b>CABINET</b>
<b>Date of Meeting:</b>	<b>22 JULY 2025</b>
<b>Report Title:</b>	<b>BRIDGEND COUNTY BOROUGH COUNCIL ELECTRIC VEHICLE CHARGING STRATEGY</b>
<b>Report Owner / Corporate Director:</b>	<b>CORPORATE DIRECTOR COMMUNITIES</b>
<b>Responsible Officer:</b>	<b>GROUP MANAGER ECONOMY, NATURAL RESOURCES AND SUSTAINABILITY</b>
<b>Policy Framework and Procedure Rules:</b>	<b>There is no effect upon existing policy framework or procedure rules</b>
<b>Executive Summary:</b>	<p><b>This report is to bring forward a draft Strategy to seek approval to go out to public consultation on the vision for electric vehicle charging across Bridgend County Borough Council.</b></p> <p><b>The draft Strategy offers options and opportunities available to Bridgend County Borough Council on facilitating a transition to the use on non fossil fuel vehicles and our journey towards net zero.</b></p>

## **1. Purpose of Report**

- 1.1 The purpose of this report is to update Cabinet on work to develop a draft Bridgend County Borough Council Electric Vehicle Charging Strategy and to seek approval to undertake public consultation on the draft Strategy.

## **2. Background**

- 2.1 The United Kingdom (UK) Government has pledged to achieve net zero emissions across all transport modes by 2050, as detailed in the documents 'Decarbonising Transport: A Better Greener Britain' and 'Powering up Britain'.
- 2.2 The 'Taking Charge' plan outlines a national strategy for implementing Electric Vehicle (EV) charge point infrastructure. The goal is to eliminate barriers to EV adoption by making charge points more affordable and convenient, ensuring that everyone can easily find and access reliable public charge points with both on-street and off-street options.
- 2.3 In September 2023, the UK Government announced that new petrol 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.

- 2.4 The Public Charge Point Regulations 2023 aim to enhance the EV user experience by setting standards for contactless payment.
- 2.5 The Welsh Government declared a climate emergency in 2019 and have committed to delivery of Wales' target of net zero by 2050.
- 2.6 Welsh Government published an Electric Vehicle Charging Strategy in 2022, which sets out an objective that 'by 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it'. Wales' EV strategy followed from UK government guidance.
- 2.7 It is considered that The Welsh Government position on EV charging is synonymous with UK Government, with a targeted transition to EV being central to transport decarbonisation, removing charging infrastructure as a perceived and real barrier to EV adoption.
- 2.8 At a local level, Cardiff Capital Region (CCR) and Bridgend County Borough Council's (BCBC) existing policies have net-zero ambitions and sustainability embedded within them, which it is suggested will enable and support the delivery of any Bridgend County Borough Council Electric Vehicle Charging Strategy.
- 2.9 In 2024 Bridgend County Borough Council was chosen as one of 7 councils to be the first to received grant funding from Welsh Government for the creation of an EV strategy that would be created by Transport for Wales and AECOM.
- 2.10 Working with AECOM and Transport for Wales, an internal officer working group was established in October 2024 to collaborate in the development of a draft Strategy.
- 2.11 The working group has met twice and has included 17 officers from multiple necessary and influential areas within Bridgend County Borough Council such as members from our Highway's team, Active travel Team, Street Lighting and many more. The draft Strategy also went to the Decarbonisation Program Board

### **3. Current situation/ proposal**

- 3.1 Since 2019, local authorities across Wales have delivered over 100 EV charging projects, with commercial Charge Point Operators (CPOs) delivering many times more. Progress has been supported by Transport for Wales' (TfW) early interventions to ensure the most rural sites on the Strategic Road Network had rapid chargers, building on the base network to ensure 50kW charging at least every 25 miles.
- 3.2 Within Bridgend County Borough, BCBC has already delivered a number of chargers over more than 30 sites, and there are more than 2,900 electric vehicles now registered in the County. The County currently has 12 public charge points that have been commissioned by the Council, 52 that have been commissioned by the Cardiff Capital Region (CCR) on our estate as well as public, alongside an additional 44 chargers that are operated independently at locations, such as supermarkets.

- 3.3 The purpose of the draft Bridgend County Borough Council EV Strategy (**Appendix 1**) is to set out a vision and plans for delivering an inclusive charging network in the future, building on work to date.
- 3.4 The vision is to facilitate and enable the provision of accessible, reliable and inclusive EV charge points across urban, rural and coastal areas, which is fairly priced, to all residents, visitors and businesses.
- 3.5 The aims are:
- The further development of an EV charging network
  - Fair and accessible access to charge points
  - An inclusive high-quality experience
  - Reduced carbon emissions
  - Working with public charge points operators to best benefit the residents of Bridgend
- 3.6 The objectives are:
- Increase awareness and knowledge of EVs across the County
  - Develop a network of public charge points ensuring appropriate coverage of the right type of charge points across the County
  - Ensure the EV charge points network is inclusive, reliable and accessible
  - Develop an EV charge point network which is sustainable economically, technically and fairly priced for users
  - Facilitate a transition to EVs for both private and commercial users while encouraging walking and cycling reducing car ownership and car mode share
- 3.7 The role of the Council is summarised as being to:
- Promote Equity: Provide charging infrastructure in underserved and rural areas to ensure all communities have access to EV charging, promoting a fair transition to EVs.
  - Support Local Businesses: Install charging points in commercial areas to attract EV drivers, boosting local businesses and encouraging economic growth.
  - Leverage Public Assets: Utilise council-owned properties, such as car parks and public buildings, to host charging stations, optimising the use of existing resources.
  - Encourage Private Investment: Create a favourable environment for private sector investment in EV infrastructure by demonstrating the council's commitment and providing initial support.
- 3.8 The draft Bridgend County Borough Council Electric Vehicle Charging Strategy (**Appendix 1**) considers the following elements which will provide the context for decision making and action moving forward:

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

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

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

3.10 It is proposed that Cabinet consider the draft EV Charging Strategy (**Appendix 1**) and approve a public consultation on the Strategy. It is also proposed that a further report be presented to Cabinet following public consultation of an anticipated 8-10 week period seeking approval of the Strategy.

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

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

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

- 5.1 This project aligns with the principles of the Well-being of Future Generations (Wales) Act 2015, supporting a more resilient, sustainable, and inclusive future. Below is a summary of how the five ways of working under the Act have been applied in the development and implementation of the Residential EV Charge Points Scheme.
- **Long Term** - The scheme addresses immediate infrastructure needs for electric vehicle (EV) adoption while laying the groundwork for a low-carbon future. It supports a strategic transition away from fossil fuels, recognising the long-term environmental and societal benefits of reduced emissions, improved air quality, and sustainable transport access. By making EV charging more accessible today, it helps ensure future generations inherit a healthier environment and a more resilient transport system.
  - **Prevention** - The project proactively reduces the environmental and public health issues associated with petrol and diesel vehicles. It helps prevent worsening air pollution, noise pollution, and climate change impacts by facilitating a shift to cleaner transport modes. Early investment in EV infrastructure also mitigates future economic pressure to retrofit or correct inequitable access to charging, ensuring that sustainability and inclusion are addressed from the outset
  - **Integration** - The scheme supports economic, social, environmental, and health goals collectively. It contributes to decarbonisation targets, enhances public health through improved air quality, supports financial well-being through reduced transport costs, and promotes inclusive access to technology. This integrated approach helps meet multiple well-being objectives in tandem and aligns with national and local sustainability targets, benefiting both current and future communities.
  - **Collaboration** - The scheme has been developed and implemented through collaboration with internal departments, local authorities, and external stakeholders such as EV suppliers and community organisations. This cooperative approach ensures that the infrastructure is both technically sound and socially equitable. Ongoing partnerships continue to support broader climate and mobility goals across sectors.

- Involvement - The project has engaged with residents, community groups, and stakeholders across diverse demographic and geographic areas to ensure inclusive access to EV infrastructure. Special focus has been given to underrepresented and lower-income communities to prevent disparities in access. This ensures the scheme reflects the diversity of the population and fosters shared ownership of the transition to sustainable transport.

## **6. Climate Change and Nature Implications**

- 6.1 The Residential EV Charge point scheme is designed to significantly reduce greenhouse gas emissions by promoting the adoption of electric vehicles (EVs) which produce far fewer emissions compared to traditional petrol or diesel vehicles. By encouraging a shift to EVs, the scheme supports both local and national efforts to meet greenhouse gas reduction targets contributing meaningfully to the broader fight against climate change.
- 6.2 In addition to lowering emissions, the scheme promotes cleaner energy use and reduces dependence on fossil fuels thereby minimising the waste generated through their extraction and consumption. This helps address the transport sector's substantial contribution to environmental waste. Furthermore, by replacing internal combustion engine vehicles with EVs the project lessens harmful by-products such as nitrogen oxides and particulate matter, leading to improved air quality.
- 6.3 The scheme also positively affects biodiversity and ecosystem resilience. The reduced use of fossil fuels helps protect water sources from pollution caused by runoff from spills, while the quieter operation of EVs leads to a noticeable decrease in noise pollution benefiting both human communities and wildlife. Improved air and noise conditions support healthier ecosystems and contribute to the preservation of biodiversity. Overall the scheme takes a comprehensive approach to environmental sustainability, delivering tangible benefits to both local environments and broader ecological systems.

## **7. Safeguarding and Corporate Parent Implications**

- 7.1 There are no Safeguarding or Corporate Parent implications associated with this report in line with the risks identified in the Safeguarding Policy.

## **8. Financial Implications**

- 8.1 The development of the Strategy is funded via an external grant.
- 8.2 The co-ordination of the officer working group and monitoring of delivery will be supported via existing funds within the Economy, Natural Resources and Sustainability Service.
- 8.3 For the majority of our EV charge points, Bridgend County Borough Council works with Cardiff Capital Region (CCR) and charge point operators to identify suitable locations to deliver new EV charge points across the County. CCR are responsible for the delivery of these charge points and for their day-to-day operation.

- 8.4 For the 12 current Council commissioned EV ChargePoint sites at leisure centres across the County, these were grant funded have been delivered separately to the CCR charge points using an 'Own & Operate' contract model.
- 8.5 Where BCBC own and operate EV chargers across its estate, some are available for public use as well as BCBC fleet and others only agreed for BCBC fleet. Public users can charge via a mobile phone app and pay 50p/kWh and BCBC fleet utilise a "card" device that logs the electricity used and this is recharged to that vehicle department. The cost is 25p/kWh. These tariffs were set a year ago and where relevant mirror the CCR charge rate. As BCBC electricity tariffs change over time these charges will be kept under review and revisions considered as appropriate.
- 8.6 Section 8 of the Strategy sets out a range of potential future funding options available to local authorities, private accommodation and workplaces and businesses.

## **9. Recommendations**

It is recommended that Cabinet:

- 9.1 Consider the draft Electric Vehicle Charging Strategy (Appendix 1) and approve public consultation on the Strategy;
- 9.2 Note that a further report will be presented to Cabinet following the public consultation seeking approval of the Strategy.

## **Background documents**

None.