

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)