

Electric Vehicle Chargepoints – North Wales Update

Briefing Note #1 – North Wales Transport Sub-Board
| Rhys Horan, Welsh Government Energy Service

Summary

This briefing note provides a summary of recent regional Electric Vehicle (EV) chargepoints discussions. A workshop involving all local authorities, other public sector partners and SP Energy Networks (SPEN) was recently held and it was proposed that a task and finish group be established to further accelerate delivery of the opportunity around public EV charging provision across the region. Undoubtedly, recent activity around Climate Emergencies etc has raised the profile of energy and transport decarbonisation in tackling climate change.

Next Steps/Action:

- Note the current activity and proposals
- Nominate a local authority officer representative to participate in the Task and Finish Group (TFG)
- Provide detail (via TFG) of locations (within local authority ownership) which could be considered as potential candidates for a collective funding application to the Office for Low Emission Vehicles (OLEV)
- Commit to supporting preparation of a Regional/National EV Strategy

Regional Electric Vehicle Infrastructure Strategy

A pre-market engagement exercise was undertaken earlier this year to better understand the challenges and opportunities presented by the transition to electric vehicles (EVs). A total of eight companies responded to the exercise. The draft output from this exercise has been previously shared and the intention is to present detail to the next Sub-Board meeting (subject to agenda).

In summary, the responses highlight the genuine opportunity presented by EVs (e.g. tackling air quality, decarbonisation, using underutilised land etc). Respondents highlighted some of their key risks which included grid capacity and therefore close coordination with SPEN will be essential to increase deployment across the region. The responses described the various business models being promoted and significant differences between private sector operators with some suggesting fully funded solutions, others requiring part-funding and sharing of risks. The paper recommends that a regional strategy is supported and developed (alongside any National Transport Plan/Strategy). To take this agenda forward, the following work has taken place:

EV Workshop (13 September)

Around 30 representatives from across North Wales attended an officer workshop on EV charging which culminated in general support for a regional approach to provision of public EV charging. Transport for Wales attended and provided an update on work they have recently been commissioned to undertake on behalf of the Welsh Government. This work will focus on provision around the Strategic Road Network across Wales and provision at/around the Transport for Wales train stations. Copies of presentations are available.

The EV workshop also included discussions around transition of fleet to EV. Due to fleet replacement cycles it was identified as a priority for officers to consider the practicalities of replacing their existing fleet with EV. The workshop considered the future role of the fleet as providing grid services/battery storage.

EV Task & Finish Group (1-3pm, 24 October, WG offices, Llandudno Junction)

As detailed above, a Task and Finish group is being established and we would be grateful if you could nominate the most appropriate representative(s) from your organisation to attend. As detailed above, the priority at this stage is identifying locations for public EV charging. There will be an opportunity to discuss synergies with the TfW work. The Task and Finish Group will discuss this opportunity, gauge support and establish necessary local approval and governance arrangements. This is to enable the region to maximise the amount of Office for Low Emission Vehicle (OLEV) funding which it can lever into any future project (e.g. for [on-street residential chargepoint scheme](#) - The funding available is for 75% of the capital costs of procuring and installing the chargepoint and an associated dedicated parking bay).

Project CHARGE (SP Energy Networks)

SP Energy Networks 'Project Charge' has commenced, and it is vital that the public sector is kept abreast of developments and outputs. SPEN will be invited to join the Task and Finish Group. Whilst participation in this project is important, it does not remove the need for individual local authorities to progress deployment of public EV charging. The most recent project update suggests that the validated transport model will be available by the end of 2019. When linked with network capacity heat maps it will highlight where 'low cost-highly utilised' charge points could be connected in the region.

The project is looking to work with stakeholders to firm up at least 6 locations for the 2020 trials of Smart Charging Solutions (SGS). These locations can be identified unilaterally or collectively through the Task and Finish Group. Each trial site will need to meet certain criteria and go through a two-stage assessment process: (1) SPEN network assessment; and (2) warrants a smart solution in line with SGS methodology. Furthermore, sites will most likely feature 'hubs' of EV charge points, traditionally requiring reinforcement to connect to SPEN's network.

From 2021/22, an online connection tool will be available that can automatically generate an indicative desktop quote for the cost of connection based on traditional reinforcement based connections as well as Smart Charging options. The intelligence and learning from this project should inform the development and review of any regional EV strategy.

Regional Energy Planning

Through the Welsh Government Energy Service, work to develop a regional energy vision and delivery plan has started. The work to date has proposed '*Accelerate the shift to low carbon transport*' as a possible priority area:

- Seek an ambitious shift to public transport, while accepting the rurality of North Wales will lead to continued relatively high use of cars.
- Support the rollout of electric vehicles (EV) with future-proof charging/refuelling infrastructure making sure that EVs are a viable option for remote communities and that the proper infrastructure is available to support tourism.
- Explore the potential of alternative fuels for vehicles such as hydrogen/electric/biofuels (i.e slurry) but also investigate the potential for excess renewable electricity generation to be used for hydrogen production for HGV transport.
- Deploy more cycling infrastructure in urban areas to reduce air pollution, while encouraging more active travel modes and healthier lifestyles.

Prosperity for All – A Low Carbon Wales – March 2019

The [plan](#) sets out the action required to cut emissions and support economic growth but clearly highlights the need for collaboration and leadership across society. The changing energy system is also noted and the imperative that Wales is ready to fully exploit the inter-relationships and synergies between the power, heat and transport sectors. The Plan sets out 100 different policies and proposals to achieve the above and acknowledges the need for collective action. Some key transport policy/proposals include:

- Proposal 4 - all new cars and light goods vehicles in the public sector fleet to be ultra-low emission by 2025 (heavy goods by 2030).
- Policy 46 - increasing active travel
- Policy 47 - increasing travel by rail
- Policy 48 - increasing travel by bus
- Policy 49 - use planning policy to promote sustainable travel and reduce the need to travel e.g. new non-residential developments to have 10% spaces for charging EV
- Policy 50 - increasing the proportion of vehicles which are electric and ultra-low emission
- Policy 51 - plan for and invest in EV infrastructure
- Policy 52 - aim to reduce carbon footprint of buses to zero by 2028
- Policy 53 - taxis and private hire vehicles carbon footprint to zero by 2028