

**ECONOMY, INFRASTRUCTURE AND SKILLS COMMITTEE
WRITTEN EVIDENCE
REGARDING THE COMMITTEES ELECTRIC VEHICLE INFRASTRUCTURE IN WALES
REPORT**

Purpose

The purpose of this paper is to provide a response to the Economy, Infrastructure and Skills Committee report: Electric Vehicle Charging Infrastructure

Response

We welcome the draft report and thank the committee for their work.

Recommendation 1

The Committee recommends that: It is vital now that the promised charging strategy is delivered in 2020, and supported by sufficient financial and political capital to ensure that the Minister's vision can be turned into reality without delay.

Response: Accept

We are committed to developing the strategy to be published in 2020. A key element of the strategy will be to quantify the requirement for charging infrastructure as electric vehicle uptake increases and assess the need for greater government intervention to address any areas of market failure.

Financial Implications – We are exploring to opportunities to increase investment to support delivery of the charging strategy. Further details will be provided in due course.

Recommendation 2

The Committee recommends that: Welsh Government should lead by example among public bodies in Wales and switch its fleet of vehicles to electric and low emission vehicles at the earliest opportunity. It should also agree ambitious but realistic targets for all public sector fleets in Wales to switch, as proposed in Prosperity for All: A Low Carbon

Response: Accept

We have introduced battery electric and plug-in hybrid vehicles to our small fleet of vehicles. The Welsh Government will take every opportunity to switch vehicles to electric and low emission and recognises the need to show leadership in this area.

We included a proposal in Prosperity for All: A Low Carbon Wales that all new cars and light goods vehicles in the Public Sector fleet are ultra-low emission by 2025 and where practicably possible, all heavy goods are ultra-low emission by 2030 and we

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have taken the first steps to investigate the feasibility of this proposal by funding fleet reviews and EV charging feasibility studies among a number of Public Bodies.

For example, our Smart Living Programme and Welsh Government Energy Service have successfully supported the Gwent group of Public Bodies. Results of their fleet reviews present a strong business case for some vehicle switching to electric vehicles immediately, and significant switching proving cost effective within the period to 2025. The Public Bodies are now working together to develop a detailed delivery plan.

Financial Implications – None. Any additional costs will be drawn from existing programme budgets.

Recommendation 3

The Committee recommends that: The forthcoming Transport Strategy, expected in 2020 will ensure that the decarbonisation commitments already made by the Welsh Government are front and centre, and supported by the appropriate political leadership and financial investment to deliver a cleaner, greener transport network.

Response: Accept

The Welsh Government is investing in bus and rail services, metro schemes, active travel infrastructure and the shift to electric vehicles. The actions to decarbonise transport in Wales will be a key element of the new Wales Transport Strategy.

Financial Implications – We are exploring to opportunities to increase investment to support delivery of these schemes. Further details will be provided in due course.

Recommendation 4

The Committee recommends that: The Welsh Government's engagement with stakeholders has been lacking – local government in particular has been critical of efforts to date. In his evidence the Minister recognised the importance of working in partnership with others and we expect to see progress in this area around the development and publication of the EV charging strategy.

Response: Accept

We have stepped up our engagement with local authorities and the public sector around opportunities for EV chargepoints, understanding their plans and what they see as obstacles to extending the charging network. We have tasked Transport for Wales, who are also engaging with all local authorities on the plans for a rapid

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charging network on the strategic road network, to develop a network of chargers at railway stations and plans to increase the number of chargers at public sector carparks.

Financial Implications – None. Any additional costs will be drawn from existing programme budgets.

Recommendation 5

The Committee recommends that: It is vital that the procurement of a TfW-led EV Charging network learns the lessons of Superfast Cymru (i.e. do not over-promise, communicate effectively, and ensure that where public investment creates private profit, there is a mechanism to share that benefit and increase the scope of the intervention).

Response: Accept

The procurement will ensure maximum value for money for the public purse whilst creating a significant expansion in the electric vehicle charging network in Wales. The network should also be, as far as reasonably practicable, futureproofed, modular, and upgradable with minimal cost to the taxpayer.

Financial Implications – None. Any additional costs will be drawn from existing programme budgets.

Recommendation 6

The Committee recommends that: The requirement in Planning Policy Wales 10 that new non-residential developments should have charging points in at least 10% of the parking spaces available, should be extended to include residential developments. Consideration must also be given to raising the percentage of parking spaces with charging points, as EVs become more prevalent.

Response: Accept

We introduced the requirement for non-residential development to provide charging points in Planning Policy Wales In December 2018. This reflects our commitment to take immediate action on this important issue. However, this is intended to be an interim measure in lieu of a more comprehensive approach to be taken forward through the Building Regulations. The planning system will continue to have a supporting role with, for example, ensuring the provision of electric charging points is considered early in the process and is planned as part of the overall design of a development.

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Recommendation 7

The Committee recommends that:

Welsh Government should proactively encourage and support local authorities in Wales to maximise uptake of UK Government grants to support new charging points. This could include requiring successful local authorities to share best practice on bidding with others.

Response: Accept

We are already working with local authorities to encourage the sharing of good practice and maximise the uptake of the available funding from UK Government schemes. We supported 5 Gwent Local Authority areas to secure £459,000 for electric vehicle chargepoints from the Office of Low Emission Vehicles (OLEV) in September this year.

Financial Implications – None. Any additional costs will be drawn from existing programme budgets.

Recommendation 8

The Committee recommends that:

Welsh local authorities should consider whether the local incentives proposed by Scottish Chief Officers of Transportation would be effective in their areas.

Response: Accept

We will work with the Welsh Local Government Association to review the scope for local incentives to promote the uptake of electric vehicles.

Financial Implications – None. Any additional costs will be drawn from existing programme budgets.