

Electric Vehicle Charging Strategy for Wales

This strategy sets out a vision for electric vehicle charging in Wales. It provides a strategic framework for how charging infrastructure will be installed in order to facilitate the uptake of electric vehicles, supporting Wales' transition to net zero, whilst embedding the Well-being of Future Generations Act to ensure that charging is provided equitably. We would like to hear from you to shape the charging infrastructure system needed across Wales. It is clear that the need for electric charging infrastructure will rapidly increase. The decisions we make now will shape Wales' energy and transport system for the future. A vision for charging in Wales: 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. Q1. To what extent do you agree with the vision?

Strongly agree

Comments:

This vision is a must to help facilitate the change from Internal Combustion Engines to Electric Vehicles. But shouldn't focus purely on electric to support decarbonisation of larger vehicles.

Q2. Users of electric vehicles access charging through charge points provided by private sector operators. What actions should the public sector take to ensure that sufficient chargers are deployed, in the right locations, across Wales to meet the demand described in this strategy?

The public sector should look to fill the gaps which the private sector wouldn't have the business case to install charge points. This may be in more rural areas and streets where residents have no off-street parking.

Q3. What barriers do you foresee to the roll out of sufficient charging points across Wales to meet the predicted demand for charging over the next ten years described in this strategy?

Capacity of local electricity networks and infrastructure. If you're looking to install a number of rapid chargers in a single location it can become difficult and expensive. Also, what is the appetite for a low utilisation of a charger? In a rural area there may not be the required volume of vehicles charging to make a point profitable/break even. But without these units some people won't be able to move to an EV. Interoperability is also key- you want the experience to be as simple as it is today for fossil fueled vehicles. Ensure all chargers can be accessed with the same card/fob/account. Barriers to help with domestic charging for those with-out off-street parking will be a challenge- location of chargers key and also promotion of those near by. Work with business to offer their units when staff aren't in the building.

Q4. Electric vehicle users are able to charge vehicles at varying speeds as set out in the graphic on page six of the strategy summarised in the table below. The use of such charging methods is dictated by the users' circumstance. As set out in the strategy it is expected that charging could occur at home at slow speed assuming access to off street parking otherwise at destinations such as workplaces, car parks, destinations (supermarkets, leisure facilities, public locations, etc.) and on-street if practicable. Rapid/ultra rapid charging would be expected to be used predominantly by those on long distance journeys. Q4a. Do you have access to off street parking?

Yes

Q4b. Please estimate your annual mileage:

More than 20,000 miles per year

Q4c. The need for fast charging is expected to quickly increase over the next five to ten years. It is especially important for people who are unable to charge at home (for example due to lack of parking). Please rate in order of importance (1 to 6) your preferred location to charge an electric vehicle should you have access to one now or in the future? If you answered "No" to Q4a Home charging will rank as 6.

	1	2	3	4	5	6
Home charging	X					
Fast charging at supermarkets, leisure facilities etc.			X			
Charging at the workplace		X				
On-street charging				X		
Charging at visitor attractions or destinations						X
Car parks / hub locations e.g. park and ride					X	

Q4d. In respect of rapid/ultra rapid charging locations these are influenced by availability of power and land but in general where would you prefer to see these located? Please select most preferable.

On or as close as possible to the strategic road network

Comments:

Also preferable to have them co-located with additional services if possible e.g. toilet facilities

Q4e. Do you have any other views in respect of convenient locations for slow, fast or rapid/ultra rapid charging infrastructure?

Work with business fleets in wales to understand their requirements. It will help will providing a better utilisation of the charge points. If business fleets have a depot can you help incentives them to provide workplace charging, additional funding support to get the uptake underway.

The consultation document suggest rapid chargers won't be at workplace however we'll have some fleet which are very reactive and will require depot based rapid & ultra-rapid chargers.

Q5. The strategy (at section 8) identifies 31 key outcomes for future charging in Wales, these are grouped into 4 themes. Do you agree with the key outcomes of each theme identified in Section 8?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know/ No opinion
Total charging provision	X					
Quality outcomes	X					
Sustainable outcomes	X					
Localised benefits	X					

Please provide any comments you may have in respect of the 4 themes?

In charging provision section it shows a good account of all charging speeds. But no mention of ensuring charging sockets/plugs are standard and suit all models of vehicles whether type 2, CHAdeMO, CCS etc. Can the government work with vehicle manufacturers.

In quality outcomes it states desirable, however these should be mandatory.

Q6. What actions do you think would help create a charging experience that is equitable and accessible for people in Wales?

Acknowledging the requirements of all users is key, there's no mention of having electric vehicle disable bays or family parking for example in the document. Ensure the chargers are in a convenient location and not hidden away. The cost to charge should be capped too, preventing a profiteering of private networks, however this needs to be set which still encourages private companies to invest. The requirement of over stay charges could also be implemented, to stop drivers taking up a spot for longer than they require.

Q7. How do you think Wales might capture the value of investment in electric vehicle charging?

As mentioned in the document, locating charging infrastructure near businesses can help increase footfall whilst potential customers charge their vehicles. Also, the ability for tourists to travel round the country (in the same vein as Scotland's North Coast 500) could benefit from having a strategically placed ev charger network- and can be used to promote the environment and also facilitate a new tourism opportunity. Promoting the environment whilst helping the transition to electric vehicles.

Q8a. Our future work and action planning will be heavily informed by the predicted demand for electric vehicle charging points outlined within this strategy (i.e. increasing numbers of fast chargers to between 30,000 to 50,000, and increasing numbers of rapid chargers to up to 3500, over the next ten years), do you agree with these figures?

National Grid ESO Future Energy Scenarios are a very credible source of information. So would agree. However, always good to check other sources and modelling.

Q8b. Do you hold or do you know of any evidence which would predict different demand?

No

Q9. Any further comments?

No

Question A: We are under a duty to consider the effects of our policy decisions on the Welsh language, under the requirements of the Welsh Language (Wales) Measure 2011. We would like to know your views on the effects the strategy would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Most charging is done digitally through an app- so ensuring there is a Welsh option will be the best option. And then obviously the signage etc. at the point itself to be in English and Welsh. So don't see a big issue.

Question B: Please also explain how you believe the strategy could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

Ensure that any government backed network has Welsh option.

Question C: We have asked a number of specific questions. If you have any related issues which we have not specifically addressed, please use this space to report them.

Just need to remember, and take into account, all vehicle users. Mainly disabled and those with larger vehicles with families to start. Look at current parking facilities and see how many different arrangements there are and then look to provide same with charging facilities.

Submit your response

You are about to submit your response. Please ensure you are satisfied with the answers you have provided before sending. Name

David Gibbin

If you want to receive a receipt of your response, please provide an email address. Email address

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