



north wales economic ambition board  
bwrdd uchelgais economaidd gogledd cymru

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**REPORT TO THE TRANSPORT DELIVERY SUB-GROUP**

**17 February 2020**

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**Subject:** Report on 'charging points' to the Regional Transport Group

**Author:** Dafydd Wyn Williams, Head of Environment Department – Gwynedd Council

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**1. Purpose of the Report**

1.1 This report discusses the infrastructure needed to install, maintain and manage charging points jointly across the region, in order to enable people to invest in electric vehicles and provide them with confidence that there is adequate provision to charge them.

**2. Decision Sought**

2.1 To seek funding and commission a study to assess regional options to install, maintain and manage charging points. The study should give specific consideration to the following aspects:

- The advantages / disadvantages of regional collaboration to provide charging points.
- The various models of operation available
- Joint purchasing
- Regional maintenance
- Maintenance of information about location / fees
- Coordination of information /payments

**3. The reason for the need for a decision.**

3.1 A summary of the background to the decision on whether there are advantages to moving forward with the installation, maintenance and management of regional charging points.

**4 Background and relevant considerations**

**Context of the increase in electric car usage**

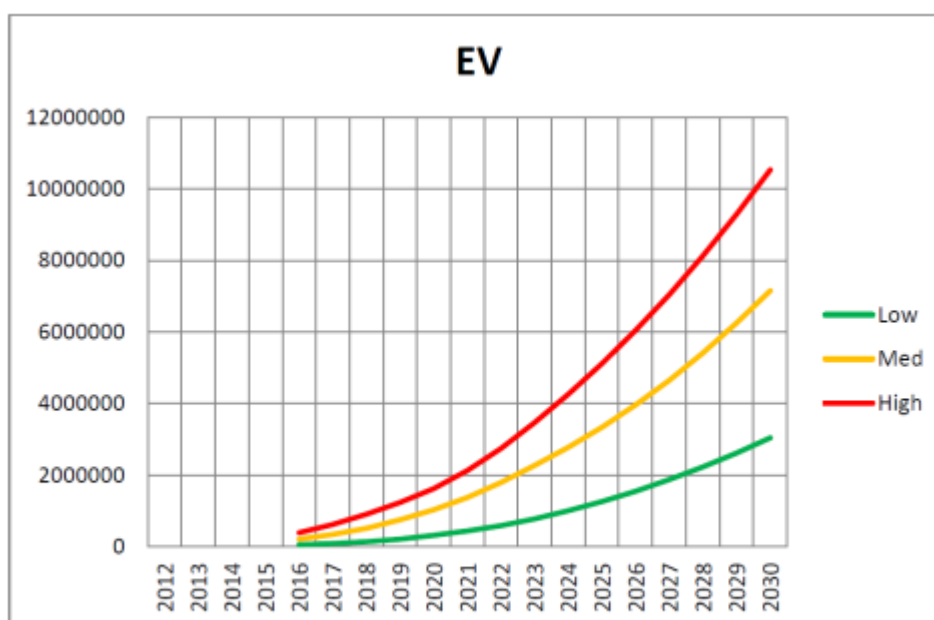
4.1 There is an increasing demand to be kinder to our environment, and the way in which we travel certainly contributes substantially to carbon emissions, and therefore to worldwide climate change.

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- 4.2. The majority of our vehicles use fossil fuel. The technology used by these vehicles has improved vastly to decrease their emissions, but at the same time, the demand for them has also led to a huge increase in vehicle numbers. This has led to an overall increase in carbon emissions throughout the country.
- 4.3 One way of reducing carbon emissions is to use vehicles that do not emit carbon. The vehicles that are currently available are powered by electricity, although hydrogen technology is also available.
- 4.4 It is anticipated that there will be a significant increase in the number of electric vehicles on our roads between now and 2030. Graph 1 shows the predictions made by SP Energy. A copy of the full SP Energy report can be found at:

[https://www.spenergynetworks.co.uk/userfiles/file/Electric\\_Vehicle\\_Uptake\\_Forecasts.pdf](https://www.spenergynetworks.co.uk/userfiles/file/Electric_Vehicle_Uptake_Forecasts.pdf)

**Graph 1: Predicted increase in electric vehicles across Britain.**



**Figure 1: Government forecasts for the uptake of EVs**

**How do we address this demand on a County level?**

- 4.5 Each authority across our region is using different approaches to install, maintain and manage charging points. Table 1 shows the county level data about the number of charging points that currently exist, the plan to increase them, and their management methods.

**Table 1: Information about charging points per county:**

Regional Electric Vehicle [EV] Charging Points:

Authority	EV charging points to date	EV charging points planned for the next 3 years	How are the charging points managed? Eg internally, externally	How do users pay to charge their EV?
<b>ANGLESEY</b> (private use)	7	Not yet known- bid for internal capital bid submitted	internally	Not for private users council vehicles only
<b>ANGLESEY</b> (public use)	14 (7 dual points)	3 points will be installed at the new business units in Penrhos, Holyhead. Infrastructure will also be put in place for up to 10 points should they need to be installed in future.	Internally and externally – see next column.	Chargemaster account holders can use the charging points by scanning their card. Each account holder pays a monthly fee to Chargemaster. The Council then claims money back for the electricity used.
<b>CONWY</b>	5 charging stations / 8 charging points.	Waiting for EV charging strategy to be finalised before installing further EV charging points.	Internal with a third party operating the back office functions.	Users have to be a member of network and it costs 11.5p per KWh to use the chargers.
<b>DENBIGHSHIRE</b>	2*	10 initially could increase subject to funding	External	Smartphone App
<b>FLINTSHIRE</b>	2 installed by Town Council	10	tbc	tbc
<b>GWYNEDD</b>	8 (Fleet only)	84 Public + 4 Fleet	Externally	N/a at present. Contactless payment planned for future roll-out
<b>WREXHAM</b>	7 publically accessible  8 workplace charging points	Approximately 10-15 charging points in the forthcoming months	Owned by the local authority but operated via a concessionary model. Have a maintenance contract in place.	Operated via the Energie network. Users pay for the electricity via an app system

- 4.6 It can be seen from the table that there are different models, which include outsourcing the work, retaining it internally, or a mix of both. An understanding of the advantages and disadvantages of each model is necessary if we are to establish regional arrangements.
- 4.7 It is worth noting the charging points model that exist in Scotland. 'ChargePlace Scotland' is a national network of electric vehicle charging points that are available throughout Scotland. The 'ChargePlace Scotland' network has been developed by the Scottish Government through grant funding of Local Authorities and other organisations to install publicly available charging points. The recipients of the funding are known as 'hosts'. A host is the designated owner of the charging points they have installed and are also responsible for maintenance and general upkeep of their charging points. The ChargePlace Scotland network is operated on behalf of the Scottish Government by Charge Your Car Ltd.
- 4.8 'ChargePlace Scotland' operates by providing a single national charging point management system to which charge point owners can connect charging points, making the posts visible to all Electric Vehicle drivers via the ChargePlace Scotland live status map. ChargePlace Scotland enables charging point owners to set the tariff for each charge point, collect payment for usage, and provides alerts in the event of a fault.
- 4.9 Further information about 'ChargePlace Scotland' can be found at:

<https://chargeplacescotland.org/>

#### **Recommendation**

- 4.10 To seek funding and commission a study to assess regional options to install, maintain and manage charging points. The report should give specific consideration to the following aspects:
- The advantages / disadvantages of regional collaboration to provide charging points.
  - The various models of operation available
  - Joint purchasing
  - Regional maintenance
  - Maintenance of information about location / fees
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#### **5. Financial Implications**

The feasibility work will identify the most effective method of meeting the demand, and will attempt to analyse the installation, maintenance and management costs. It is possible that this could be funded by Welsh Government [through the METRO campaign] or other available sources.

**6. Legal Considerations**

The considerations will differ, depending on the operating method that is adopted.

**7. Personnel Implications**

Some operating models might need a personnel resource, but until we choose a model it is difficult to be specific.

**8. Equality Impact**

No negative impact on equality is anticipated, but an impact assessment will be required when considering options.

**9. Consultation that has taken place**

The study will identify the required consultation.

**10. Appendices**

List the relevant appendices

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**VIEWS OF THE STATUTORY OFFICERS:**

**i. Monitoring Officer of the Host Authority:**

As stated in paragraph 6, there may be legal considerations, depending on the operating method that is adopted. It is therefore expected that the study will consider these matters when assessing options. No further comment to add in relation to propriety.

**Finance Officer of the Host Authority:**

As stated in paragraph 5 of the report, I understand that the author will seek resources from the Welsh Government or other sources to fund the feasibility work (study) first, primarily to look at the benefits and opportunities of regional working on all installation issues, maintaining and managing charging points. As part of that subsequent work, it may be necessary to identify sources of funding to drive a work program, but for the time being funding is needed only for the study.