

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.

Agree

Comments:

2025 is not far off and with the current pandemic restrictions this sounds like a high target. This may raise expectations too high amongst the visiting public and when they are left without charging points in 2026 this will reflect badly on Wales.

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 rural and coastal economy of Wales should see a certain level of intervention in order not to be disadvantaged by location. A base cost should be established for a single or multiple unit installation. If the location of rural charging stations is compromised due to rural location and low volume a subsidy for installation should be considered.

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?

Unit cost of electricity having to be significantly higher than the market will be willing to pay to the extent that it will make the units viable particularly in remote areas. Also that there will not be enough charging points available due to the ability to supply electricity for peak demand use coupled to infrastructure issues and number of chargers available in a holiday destination e.g Tourist honey pot in August or a large Static Caravan site.

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:

10,000 to 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:

There will need to be rural locations. For example Wales will need sufficient fast charging areas in Mid Wales due to the journeys between high population centres of North and South and visitor traffic East to West.

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

Visual impact, needs to be assessed at each site.

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					

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

One that ensures they have access to a suitably priced charging point that makes the use of an EV viable in Wales, particularly rural Wales.

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

Get it right and it will fit in with Wales' Green credentials and encourage more of our near markets to visit us for holidays.

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?

Yes.

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

There may be an increased demand beyond this if:

- a. as a result of the Pandemic less people will want to use public transport and more will migrate to the private/shared EV.
- b. as conventional cars diminish, diesel/petrol prices will rise pushing those vehicles off the road sooner than anticipated which may increase demand at an even faster pace?

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?

Only that the displays will need to be bi or multi-lingual, this may add a small cost to the installation of the chargers?

Submit your response

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

Wales Tourism Alliance

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

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