

Isle of Anglesey County Council	
Report to:	Executive
Date:	9/03/2022
Subject:	Isle of Anglesey Electric Vehicle (EV) Charging Plan
Portfolio Holder(s):	Cllr. Bob Parry
Head of Service / Director:	Huw M. Percy
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Local Members:	All

A –Recommendation/s and reason/s

The Committee is requested to:

R1 Approve the Isle of Anglesey EV Charging Plan Summary (the more detailed technical document named The Isle of Anglesey Electric Vehicle Charging Plan is available upon request).

R2 Endorse the development and submission of external funding applications to progress delivery.

R3. Endorse consideration of EV charging infrastructure requirements in the Council's new Capital Strategy (to be developed) and on a case by case basis when capital infrastructure projects are developed and implemented (including housing, business units, schools modernisation, extra care provision, town center regeneration and coastal/ tourism infrastructure etc.)

A – Recommendation/s and reason/s**B – What other options did you consider and why did you reject them and/or opt for this option?**

Another option was to not prepare an Isle of Anglesey EV Plan.

However, it was considered too good an opportunity not to proceed with developing an EV Plan due to the significant potential benefits that could be realised in the long-term. These are namely: opportunities to decarbonise a major part of the transport sector and socio-economic benefits by attracting people to charge their vehicles at destinations.

By adopting an EV Plan it would provide the platform for the IACC to make strong evidence based bids for external funding and it would allow for a consistent approach for the delivery phase rather than an ad-hoc approach.

C – Why is this a decision for the Executive?

Executive decision is required on the approval of the inaugural EV Plan as it has implications on installing new infrastructure at appropriate locations across the whole Island for use by residents and visitors.

Ch – Is this decision consistent with policy approved by the full Council?

The Plan supports the Council's key ambition as entailed in the Council Plan 2017-22:

“we will be working towards an Anglesey that is healthy, thriving and prosperous”

2022 is a transition year for the Council Plan, with a new five year plan being developed in 2022. This EV charging Plan responds to future challenges by contributing towards the Council's declaration of a Climate Emergency. It supports the Council's objective to become net zero carbon organisation by 2030. This plan sets out our approach to develop a sustainable network of EV charging points across the island which will support the Council to achieve the objectives set out in the new Net Zero Plan that is being finalised for endorsement.

D – Is this decision within the budget approved by the Council?

Delivering the EV Action Plan is dependent on securing external funding, therefore, it is caveated that EV Action Plan can only be fully delivered on the remit that external funding is secured. Should this be the case, in respect of installation of the infrastructure there would be no financial implications on the IACC other than officer time to deliver as agreed in any funding application. However, funding could be explored through the Council's capital budget dependent on the result of securing external funding.

Dd – Assessing the potential impact (if relevant):

1	How does this decision impact on our long term needs as an Island?	The project will develop new modern infrastructure and assist in the transition to decarbonising the transport sector.
2	Is this a decision which it is envisaged will prevent future costs /	Delivering the EV Action Plan is dependent on securing external funding. If successful, this would pose

Dd – Assessing the potential impact (if relevant):		
	dependencies on the Authority? If so, how?	<p>no implications for the installation phase of the delivery plan.</p> <p>Further works is currently ongoing to assess and confirm future business models and long term management of the infrastructure to determine any potential income streams.</p>
3	Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom.	The IACC are working collaboratively with Welsh Government and with Scottish Power Energy Networks.
4	Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how.	No
5	Note any potential impact that this decision would have on the groups protected under the Equality Act 2010.	The infrastructure provided will be installed to ensure that it is accessible to all people and meet legislative requirements such as DDA compliance.
6	If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage.	The IACC will provide public information about the charging network, and will help residents to understand how they can access UK funding support to install charging at home.
7	Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.	<p>The IACC will only be working with companies that can provide services through both Welsh and English.</p> <p>The actual EV charging points will have a self-service element which is available in both Welsh and English.</p>

E – Who did you consult?		What did they say?
1	Chief Executive / Senior Leadership Team (SLT) (mandatory)	<p>SLT Officers approved the decision to submit the EV Charging Plan to the Executive for their decision.</p> <p>Approval for expenditure to take place on the proposed activities outlined in the report by end of March 2022.</p> <p>Amend the report to ensure clarity that the report is reflecting a plan for the Island and not only the County Council and that this is a 10 year plan to deliver on WG targets in the transition to carbon neutrality.</p> <p>Explain that the plan only relates specifically to the issues of EV Charging and that the IACC Fleet Transition Plan is a separate matter.</p> <p>Develop a policy and corporate process to ensure that there is a consistent approach to installing EV Charging points.</p>
2	Finance / Section 151 (mandatory)	
3	Legal / Monitoring Officer (mandatory)	
4	Human Resources (HR)	
5	Property	
6	Information Communication Technology (ICT)	
7	Procurement	

E – Who did you consult?		What did they say?
8	Scrutiny	To be considered by Scrutiny Committee on 28/2/2022.
9	Local Members	To be considered by Scrutiny Committee on 28/2/2022.

F - Appendices:

Isle of Anglesey EV Charging Action Plan Summary and Prioritisation of Next Steps.

Ff - Background papers (please contact the author of the Report for any further information):

Isle of Anglesey Electric Vehicle Plan (January 2022)

Appendix 1



**CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL**

Highways, Property and Waste Service

**Isle of Anglesey EV Charging Action Plan Summary
and Prioritisation of Next Steps**

February, 2022

**Author:
Dylan Ll. Jones
Final Version**

1.0 Purpose

- 1.1 To provide an overview of the Isle of Anglesey EV Charging Action Plan (2022-2030). The plan sets out the Isle of Anglesey's ambitious plans in meeting the charging requirements of residents and visitors to the Island. This will make the Council one of the first in Wales to deliver action at scale in response to the Welsh Government's EV Charging Strategy for Wales¹, 'leading the charge' with a sustainable and holistic approach.
- 1.2 To brief and receive political endorsement from the Isle of Anglesey County Council's (IACC) Executive Committee in respect of:
 - a) The EV Charging Action Plan (this report provides the summary, a more detailed technical action plan is available on request);
 - b) A forward plan on which to base funding applications for 2022/23 financial year and beyond
- 1.3 For clarity, this is a summary on the EV Charging Action Plan only and there is a separate Fleet Transition Plan to explain and demonstrate how the IACC will be decarbonising its own fleet vehicles.

2.0 Context

- 2.1 After declaring climate emergency in September 2020, the IACC have been looking into how to reduce its environmental impact and meet WG targets by committing to transition to a carbon neutral public sector. One of the ways we can do this is by using ultra-low emission vehicles, such as electric or hydrogen powered vehicles.
- 2.2 The provision of Electric Vehicle (EV) charging is an essential component of our ambitions to reduce our carbon footprint as an organisation, and support the transition to net zero for the Island under our Climate Change Programme. It also responds to the rapid increase in number of electric vehicles on the road, and the ban on the sale of new diesel and petrol cars and vans by 2030.
- 2.3 Electric vehicle charging is an essential component of transport decarbonisation. [Llwybr Newydd: the Wales transport strategy](#) sets the framework for decarbonisation of the transport sector in Wales as a whole. Under this, the Council can apply for funding from Welsh Government's Ultra-Low Vehicle Transformation Fund (ULEV). The Council can also apply to the UK Office for Zero Emissions Vehicles (OZEV) for funding workplace charging for staff.
- 2.4 The IACC are in the process of developing a local Climate Change Plan 2022-2025 which will be the overarching document. The EV Action Plan will form one of the key pillars of the Climate Change Plan and there will be clear alignment between both documentation.

¹ [Electric vehicle charging strategy for Wales | GOV.WALES](#)

2.5 In parallel, an IACC Fleet Transition Plan is being prepared in order to meet Net Zero Carbon Budget 2021-2025 Policy 80 whereby all new public sector cars and light good vehicles should be zero/ultra-low emission by 2025 and heavy goods by 2030. The Fleet Transition Plan will also provide more information in relation to the proposed policy and process on EV charging at IACC assets for fleet use (and the consideration of EV Charging at the homes of staff that keep vehicles overnight). The Welsh Government also see this as a priority having introduced proposals to ensure all new vehicles in public sector fleets are ultra-low emission by 2030.

3.0 IACC EV Action Plan – Summary

3.1 This paper sets out the high-level overview of the EV Charging Action Plan (A full technical EV Action Plan is available on request). It is noted that this is only the start of the journey to install EV infrastructure at key locations. It will need other partner organisations, stakeholders and private sector involvement over the next 10 years to deliver Welsh Government's targets in respect of creating a robust network of EV charging points to give the public confidence that they can access EV charging infrastructure when and where they need it.

3.2 In providing a range of charging facilities, the Council will act in accordance with the following principles;

- Leading by providing charging points across IACC assets at County Council Car Parks, IACC Services which can be used by visitors, and at the Main Council Offices for staff.
- Support residents to transition from petrol/diesel to electric vehicles (where private vehicles are still required);
- Help visitors feel confident that their charging needs will be met;
- Help fleet and local businesses to transition to electric;
- Support and integrate active travel, car share, taxis and public transport to help reduce traffic and enhance wellbeing;
- Be inclusive of a range of users, including those with accessibility needs;
- Improve local air quality for health and wellbeing;
- Play our part in delivering a net zero Wales

3.3 A range of various charging facilities will be required to meet the needs of the general population and to conform with the EV Charging Strategy for Wales. The type of charging infrastructure will vary across different locations and is dependent on the charging behaviour (how long people will be parking) and is summarised in Figure 1.

Figure 1 – Locations and speed/rating of charging infrastructure

(source: WG EV Charging Strategy for Wales, 2021)

- 3.3 The Council will lead, facilitate and act to provide a range of charging to serve a variety of user-centric requirements.

Leading

- 3.4 As a Council, we will be a public sector role model by ensuring our vehicle fleet is carbon neutral by 2030, providing charging for staff. In addition to the EV Charging Plan, we are preparing a plan for transitioning our public sector fleet to ultra-low emission by 2030.
- 3.5 We will provide public charging for visitors at council-run services. The Plan sets out an ambition for 10% of parking spaces at council run services to have charging provided by 2025, and 20% of spaces by 2030. This includes accessible spaces.
- 3.6 We will apply for funding for workplace charging at employment sites where the council owns the lease.

Facilitating

- 3.6 We will provide public information about the charging network, and will help residents to understand how they can access UK funding support to install charging at home. In our planning functions we will promote workplace charging at key employment centres owned by the private sector.
- 3.7 The sign-posting will be promoted by creating a dedicated page on the IACC's website with information on charging facilities on the Island and how to use such apparatus. In addition, positive PR can be undertaken to promote EV charging facilities on the Island (in due course).
- 3.8 In the early years, the IACC will also identify possibilities on working in partnership with partner organisations where such opportunities are possible.

Delivering

- 3.9 The IACC have already started the roll-out of EV Charging Points with such infrastructure available at the Anglesey Business Centre and Canolfan Byron. There are also EV Charging Points for a limited number of fleet vehicles at the main Council Offices in Llangefni.
- 3.10 Further development work has already taken place with plans to install rapid public charging at Amlwch, Llangefni, Holyhead and Menai Bridge in 2022 via the WG ULEV funding.
- 3.11 A combination of rapid and fast charging will be installed at the park and ride/share St. Tysilio Park and Share Car Park, Llanfairpwll, subject to securing capital funding. Exploration works will take place at other potential park and ride/share locations and/or community car parks.
- 3.12 The Plan introduces our intention to install fast charging at council-run car parks across the Island, in phases, to meet the predicted increase in demand for charging over the next decade. This would provide up to ten fast charge points per car park by 2025, and up to 35 by 2030. This scale of provision meets up to 50% of the total demand for fast charging on the Island forecast in The EV Charging Strategy for Wales. The balance is expected to be delivered by the private sector.
- 3.13 Working towards 2030 we plan to pilot innovation and renewable energy solutions at locations that are difficult to connect to the grid, whilst supporting sustainable transport options such as park and share and community electric car share schemes.

4.0 Next Steps during 2021/22

- 4.1 £125k remains available from a total of £150k from Welsh Government to be allocated for spending by the end of this financial year (2021/22). The proposal for expenditure is outlined in Table 1.

Table 1 – Proposal of Work Activities and Spend up to end of March 2022

Activity	Description	Budget
1. Feasibility Study across all Council run car parks.	<ul style="list-style-type: none"> Undertake feasibility assessments across council run car parks, to identify the first five sites to have fast charging installed (out of a total of 62 potential locations). A key outcome of the feasibility assessments will be through engagement with Scottish Power Energy Networks (SPEN) establish grid connection requirements and costs, in order to inform funding applications. Subject to funding, the first five sites will be subject to further design and development 	£55k

	early next financial year for construction during the course of next financial year.	
2. Feasibility Study across all Council run services	<ul style="list-style-type: none"> • Undertake feasibility assessments to install fast charging for visitors to council run services. • This will identify the top five locations such as Oriel Mon and Leisure Centres (subject to feasibility- 19 key locations are identified in the Action Plan Figure 9). A key outcome of the feasibility assessments will be through engagement with Scottish Power Energy Networks (SPEN) establish grid connection requirements and costs, in order to inform funding applications. • Subject to funding, these sites will be subject to further design and development early next financial year for construction during the course of next financial year. 	£25k
3. Installation of Fast / Rapid Charging at Town Hall Car Park, Llangefni	<ul style="list-style-type: none"> • Installation of 1 dual Fast/Rapid EV Charging Point in the Town Hall Car Park (rear – long stay). • Quotations have already been received from SPEN for this site and the electrical connection is favourable in respect of capacity. • Consultants available to undertake design works and associated works. • IACC Highways Main Contractor available to undertake civil works. • Tender process for purchase of infrastructure can be undertaken in January 2022. • Not possible to locate other locations with spend by end of financial year due to 14 weeks lead in time to request for quotations and mobilising team on-site 	£25k
4. EV Programme Level Activities	<ul style="list-style-type: none"> • Establishing the programme function to oversee delivery of the multiple workstreams involved. • This includes working in partnership with WG and SPEN on innovative / pilot projects, establishing procurement routes, delivery and management arrangements (such as business models / long term management plans phases 	£20k

	<p>need to be considered), programme engagement and stakeholder coordination. Our requirements of suppliers will be set, including Welsh language provision.</p> <ul style="list-style-type: none"> • The intention is to work with the Energy Island Programme to develop appropriate branding and messaging for our facilitation and delivery role, visible online and on physical infrastructure installations. 	
Submit Funding Applications for 2022/23	Prepare funding applications (to Welsh Government and the Office for Low Emissions Vehicles) for site installations and other workstreams in FY 2022/2023 identified in the accompanying Prioritisation Matrix and Programme/Forward Plan.	£0k

4.2 Independent of the above - It is noted that rapid public charging (x1) will be installed at Amlwch, Llangefni, Holyhead and Menai Bridge via the Ultra Low Electric Vehicle Fund that has already secured for 2021/22. (Please refer to Paragraph 3.8).

4.3 The Highways, Waste and Property Service has made an application for additional revenue support to assist in the process of delivering the EV Action Plan.

5. Prioritisation of future activities

5.1 The EV Charging Plan takes a holistic approach in mapping out the various charging requirements of users at different locations, varying charging speeds, and a range of funding and delivery models. This has led to identification of ten workstreams to deliver the aims of the Plan.

5.2 Following analysis, the top four work streams has been identified as;

- a) provision of charging at council run services;
- b) destination charging at the park and ride/share St. Tysilio Park and Share Car Park, Llanfairpwll;
- c) Charging at council run car parks; (Collectively these measures create a balanced distribution of locations and types of charging across the Island);
- d) Signposting of information for residential charging (quick win).

5.4 Subsequent priorities would be:

- e) Charging at employment sites where the council owns the lease, and;
- f) Charging for staff parking at Council officers.

5.5 The Council can use its planning functions to encourage provision on privately owned employment sites, although this is not a priority for action requiring funding. Community based charging hubs and on-street kerbside charging are longer term ambitions and not a priority for this coming financial year.

6. Financial Implications

- 6.1 Delivering the EV Action Plan is dependent on securing external funding, therefore, it is caveated that EV Action Plan can only be fully delivered on the remit that external funding is secured. Should this be the case, in respect of installation of the infrastructure there would be no financial implications on the IACC other than officer time to deliver as agreed in the funding application.
- 6.2 Internal capital funding bids can be undertaken to support delivering the EV Action Plan if deemed high priority. This would incur financial implications on the Local Authority for the implementation of such projects.
- 6.2 In respect of the operational stage of managing the EV infrastructure, further works will be required to identify the most practical and cost-effective business models / long term management plans. Activity 4 in Table 1 will focus on this in more detail to better understand:
- a) Expected revenue requirements for maintaining the charging stations
 - b) Identification of the income model of the charging points (or cost-neutral)
 - c) Operational and maintenance costs on the Local Authority
 - d) Cost of installation at nil charge (by the supplier) to the Local Authority but all income to be taken by the supplier (the only benefit would be for the service to the Local Authority)

7. Monitoring

- 7.1 The annual implementation will be planned against the Prioritisation Matrix and mechanisms to report and monitor delivery will be undertaken in alignment with the IACC Climate Change Plan. The progress against the EV Action Plan can report to Climate Change Group (tbc) /SLT/ Executive at intervals to be agreed.
- 7.2 Due to the evolving and fast-paced nature of the EV sector, it has been outlined in the IACC EV Action Plan to include a mid-term review of the plan to ensure it meets needs and respond to changes in circumstances and remains fit for purpose.