



Dinas a Sir Abertawe

Hysbysiad o Gyfarfod

Fe'ch gwahoddir i gyfarfod

Panel Perfformiad Craffu – Newid yn yr Hinsawdd a Natur

Lleoliad: Cyfarfod Aml-Leoliad - Ystafell Gloucester, Neuadd y Ddinas / MS Teams

Dyddiad: Dydd Mawrth, 30 Ionawr 2024

Amser: 10.00 am

Cynullydd: Y Cynghorydd Sara Keeton

Aelodaeth:

Cynghorwyr: C M J Evans, E W Fitzgerald, J A Hale, O G James, M H Jones, M W Locke, B J Rowlands a/ac W G Thomas

Agenda

Rhif y Dudalen.

- 1 Ymddiheuriadau am absenoldeb**
- 2 Datgeliadau o fuddiannau personol a rhagfarnol**
www.abertawe.gov.uk/DatgeluCysylltiadau
- 3 Gwahardd pleidleisiau Chwip a Datgan Chwipiau'r Pleidiau**
- 4 Cofnodion y Cyfarfod(ydd) Blaenorol** **1 - 10**
Derbyn nodiadau'r cyfarfod(ydd) blaenorol a chytuno eu bod yn gofnod cywir.
- 5 Cwestiynau gan y cyhoedd**
Rhaid cyflwyno cwestiynau'n ysgrifenedig, cyn hanner dydd ar y diwrnod gwaith cyn y cyfarfod fan bellaf. Rhaid i gwestiynau ymwneud ag eite mau ar yr agenda. Ymdrinnir â chwestiynau o fewn cyfnod 10 munud.
- 6 Darpariaeth Gwefru Cerbydau Trydan Cyhoeddus** **11 - 25**
Gwahoddiwyd:
Y Cyng. Andrea Lewis – Aelod y Cabinet dros Drawsnewid Gwasanaethau
Stuart Davies, Pennaeth Priffyrdd a Chludiant
Matthew Bowyer, Arweinydd Grŵp Priffyrdd a Chludiant
Ioan Brannigan, Swyddog Strategaeth Trafnidiaeth Priffyrdd a Chludiant

Cyfarfod nesaf: Dydd Mawrth, 19 Mawrth 2024 am 10.00 am



Huw Evans
Pennaeth y Gwasanaethau Democrataidd
Dydd Mawrth, 23 Ionawr 2024

Cyswllt: Liz Jordan 01792 637314

Agenda Item 4



City and County of Swansea

Minutes of the **Scrutiny Performance Panel - Climate Change and Nature**

Remotely via Microsoft Teams

Tuesday, 28 November 2023 at 10.00 am

Present: Councillor S E Keeton (Chair) Presided

Councillor(s)

C M J Evans
O G James

Councillor(s)

E W Fitzgerald
M W Locke

Councillor(s)

W G Thomas

Other Attendees

Robert Francis-Davies

Cabinet Member for Investment, Regeneration, Events and Tourism

Officer(s)

Michelle Grove
Steve Hopkins
Liz Jordan
Mark Wade

Tourism Officer
Tourism and Marketing Manager
Scrutiny Officer
Director of Place

Apologies for Absence

Councillor(s): M H Jones and B J Rowlands

1 Disclosure of Personal and Prejudicial Interests

Wendy Fitzgerald and Chris Evans declared a personal interest.

2 Prohibition of Whipped Votes and Declaration of Party Whips

No declarations were made.

3 Minutes of Previous Meeting(s)

Panel agreed the Minutes of the meeting on 3 October 2023 as an accurate record of the meeting.

4 Public Question Time

No questions were received.

5 Environmental Tourism Briefing

Robert Francis-Davies, Cabinet Member for Investment, Regeneration, Events and Tourism and Steve Hopkins, Tourism and Marketing Manager attended to brief the Panel and answer questions.

Discussion Points:

- Panel feels there are not enough public facilities available, for example, toilets, drinking water taps, cycle racks etc along the more tourist areas of Swansea and the Gower, including the sea front, and queried if there are plans to increase these types of facilities. Panel informed there are public toilets close to all major beaches between Mumbles and Rhossili. Heard the Council is currently investigating options of increasing cycle parking facilities at strategic locations across the active travel network which may capture visitors who engage in recreational cycling.
- Panel feels Welsh Government Active Travel schemes are based more around commuters rather than going to leisure points. Members queried if there is any potential for adding short links from the active travel routes to the tourist destination, as they believe many people would then use these routes. Full response to be provided by the appropriate Cabinet Member following the meeting.
- Panel asked about the Wales Coastal Path and queried if any feedback the Council gets on any sections of the Path is communicated to Countryside Access for Wales. Full response to be provided by the appropriate Cabinet Member following the meeting.
- Panel discussed the cycle map of the area, and how previously in Scrutiny, Members talked about a ski-style map with red, blue, black and green lines showing the difficulty. Panel queried if this had been implemented in the map and how this is going to link up with rural Gower. Full response to be provided by the appropriate Cabinet Member following the meeting.
- Panel stated that Swansea is not registered on the Dark Skies website. Heard the Council does not have Dark Skies status yet but is working towards it.
- Panel discussed how people come to beaches in Swansea to experience 'dipping' in the sea at all times of the year but especially in Winter, and queried if this is worth looking into as a campaign for the Winter as it is extremely popular. Heard this has been discussed with the Beaches Management Group from a safety point of view, as it often takes place at times when the Council is not lifeguarding the beaches.
- Panel noted there are areas cycle path cannot go through due to legal issues as opposition from certain groups. Panel queried if there are rights of way going through these areas for people to walk etc, and if so, can these rights of way be promoted more to encourage more walkers/cyclists to use them. Panel also asked if cycle racks can be located in these places. Panel heard there are public rights of way recorded across the whole of the county which are promoted by means of the website: www.visitswanseabay –and the majority are also available as downloadable PDF's. Panel informed that legally, cyclists do not have the right to use public footpaths, whereas they are entitled to use public bridleways.

- Panel asked if the Council anticipates recent changes to bus services will have a big effect on green tourism, and if there are any plans to try and overcome this. Panel heard Bus services on Gower are covered by Adventure Travel (not First Cymru) so not affected by these changes. Most tourist routes in Swansea are still operating Monday to Sunday but the frequency of service has reduced. One of the issues with bus services is Swansea has two providers – Adventure Travel and First Cymru and they do not operate a through ticket system. Informed that research in 2022 showed the majority of people are still arriving by car and the ongoing rail dispute is discouraging people using this option.

Actions:

- Information to be provided on potential for adding short links between active travel routes and leisure destinations.
- Information to be provided on communication with Countryside Access for Wales regarding feedback in relation to Wales Coastal Path, upgrading and funding.
- Information to be provided on implementation of a 'ski-style' cycle map.

6 Work Plan 2023-24

Panel considered the work plan and noted items for the next meeting.

The meeting ended at 11.15 am



To:

Councillor Robert Francis-Davies, Cabinet Member for Investment, Regeneration, Events and Tourism

Councillor Andrew Stevens, Cabinet Member for Environment and Infrastructure

Councillor David Hopkins, Cabinet Member for Corporate Service and Performance

*Please ask for:
Gofynnwch am:*

Scrutiny

Scrutiny Office

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e-Bost:

Date

14 December 2023

Dyddiad:

BY EMAIL

cc Cabinet Members

Summary: This is a letter from the Climate Change and Nature Scrutiny Performance Panel to the relevant Cabinet Members following the meeting of the Panel on 28 November 2023. It covers Environmental Tourism. A formal written response is required.

Dear Cllr Francis-Davies, Cllr Stevens and Cllr Hopkins

The Panel met on 28 November 2023 and received an update on Environmental Tourism.

We would like to thank Cllr Robert Francis-Davies, Mark Wade, Steve Hopkins and Michelle Grove for attending to present the item and answer the Panel's questions which were relevant to that portfolio. We appreciate your engagement and input. As the Panel's questions included other portfolios, we have addressed this letter to Cllr Stevens and Cllr Hopkins also.

OVERVIEW & SCRUTINY / TROSOLWG A CHRAFFU

SWANSEA COUNCIL / CYNGOR ABERTAWE

GUILDHALL, SWANSEA, SA1 4PE / NEUADD Y DDINAS, ABERTAWE, SA1 4PE

www.swansea.gov.uk / www.abertawe.gov.uk

I dderbyn yr wybodaeth hon mewn fformat arall neu yn Gymraeg, cysylltwch â'r person uchod
To receive this information in alternative format, or in Welsh please contact the above

We are writing to you to reflect on what we learned from the discussion, share the views of the Panel, and, where necessary, raise any issues or recommendations for your consideration and response.

Environmental Tourism

We feel there are not enough public facilities available, for example, toilets, drinking water taps, cycle racks etc along the more tourist areas of Swansea and the Gower, including the sea front, and queried if there are plans to increase these types of facilities. Cllr Francis-Davies stated this does not come under his portfolio but agreed there is a need for better toilet facilities, and stated the Council is doing the best it can with limited budget. This question was provided before the meeting and a response from the relevant departments shared at the meeting. We were informed there are public toilets close to all major beaches between Mumbles and Rhossili and that over the past 3 years, significant investment has been made in physical refurbishments and improvements to the cleaning regimes. We heard there has been no funding available to provide new public toilets but were pleased to hear that grant funding from the WG has been secured to install two new Changing Places specialist toilets facilities, in Knab Rock and Rhossili. We also heard the Council is investigating options for increasing cycle parking facilities at strategic locations across the active travel network, funded by Welsh Government's Active Travel Fund. We noted that although not primarily targeted at tourist areas, the placement of these facilities may capture visitors who engage in recreational cycling.

We feel Welsh Government Active Travel schemes are based more around commuters rather than going to leisure points and discussed how some of these commuter destinations are very close to tourist destinations. We queried if there is any potential for adding short links from the active travel routes to the tourist destination, as we believe many people would then use these routes. We heard the infrastructure in Swansea benefits tourists as much as residents, for example, the cycle routes into Mumbles and the Marina. We agreed a full response be provided by the appropriate Cabinet Member following the meeting.

We asked about the Wales Coastal Path and queried if any feedback the Council gets on any sections of the Path is communicated to Countryside Access for Wales, for example, a stretch of the Path that people would like to use more and that could be upgraded, and how money for this is drawn down. We heard from officers present that Rights of Way is an asset but maintaining it is a challenge, that there has been lots of investment at key parts of the path, and that the Tourism and Marketing Team have been able to promote this in some of its videos. Regarding ongoing investment, we heard the AONB Team look to the Tourism Department to provide research to back up any funding applications to Welsh Government. We agreed a full response be provided by the appropriate Cabinet Member following the meeting.

We discussed the cycle map of the area, and how previously in Scrutiny, members talked about a 'ski-style' map with red, blue, black and green lines showing the difficulty. We queried if this has been implemented in the map and how this is going to link up with rural Gower. Cllr Francis-Davies and officers present stated they are not aware of anything like this but perhaps the Council could talk to Sustrans to check if

they have any experience of it. We agreed a full response be provided by the appropriate Cabinet Member following the meeting.

We stated that Swansea is not registered on the Dark Skies website and heard the Council does not have Dark Skies status yet but is working towards it and by improving the offer, supporting businesses and promoting it, the Council is showing its commitment to trying to achieve it.

We discussed how people come to beaches in Swansea to experience 'dipping' in the sea at all times of the year but especially in Winter, and queried if this is worth looking into as a campaign for the Winter as it is extremely popular. We heard this has been discussed with the Beaches Management Group from a safety point of view, as it often takes place at times when the Council is not lifeguarding the beaches. We were informed the Council has had influence in reducing the number of jet skis coming in too close to shore which has improved safety for swimmers. Also heard mobile saunas have been introduced at Oxwich and near Caswell which is improving the offer.

We noted from the report, there are areas cycle paths cannot go through due to legal issues as there is opposition from certain groups. We queried if there are rights of way going through these areas for people to walk etc, and if so, can these rights of way be promoted more to encourage more walkers/cyclists to use them. We also asked if cycle racks can be located in these places. This question was provided before the meeting and a response from the relevant departments shared at the meeting. We were informed there are public rights of way recorded across the whole of the county and these are promoted by means of the website: www.visitswanseabay – all the promoted walks in the county are advertised on there, and the majority are also available as downloadable PDF's. Also, at the entrance to the Civic Centre there is a display of walking leaflets produced by the Countryside Access team and partners. We heard the definitive map is on Swansea council's website and this has all the legally recorded public rights of way within the county available for people to utilise. We noted that legally, cyclists do not have the right to use public footpaths, whereas they are entitled to use public bridleways. However, when considering surfacing for public bridleways, the type of surface suitable for equestrians, is not always compatible for cyclists undergoing active travel journeys.

We asked if the Council anticipates recent changes to bus services will have a big effect on green tourism, and if there are any plans to try and overcome this. Cllr Francis-Davies stated the area does not have a good public transport system and this affects places such as Gower and Lliw Valley. He added that the Council needs to keep putting pressure on Welsh Government to go back to regulated bus services that are not-for-profit. We heard bus services on Gower are covered by Adventure Travel (not First Cymru) so are not affected by these changes. Most tourist routes in Swansea are still operating Monday to Sunday but the frequency of service has reduced, which is a challenge. We noted that one of the issues with bus services is Swansea has two providers – Adventure Travel and First Cymru and they do not operate a through ticket system. We were informed that research in 2022 showed the majority of people are still arriving by car. The Council is trying to encourage people to use public transport and rail is an option into the destination, but the ongoing rail dispute is discouraging people using this option and is more likely to have had an impact on visitors. On a

positive note, we heard people are wanting to walk and cycle when they get here, and businesses are looking to invest in facilities which will hopefully attract more visitors in a more sustainable way.

Your Response

We hope that you find the contents of this letter helpful and would welcome comments on any of the issues raised within. Specifically, we would appreciate information, as described in the letter, about:

- Potential for adding short links between active travel routes and leisure destinations.
- Communication with Countryside Access for Wales regarding feedback in relation to Wales Coastal Path, upgrading and funding.
- Implementation of a 'ski-style' cycle map.

Please provide your response to these, and any other comments about our letter by 11 January 2024. We will then publish both letters in the agenda of the next available Panel meeting.

Yours sincerely

SARA KEETON
CONVENER, CLIMATE CHANGE AND NATURE SCRUTINY PANEL
CLLR.SARA.KEETON@SWANSEA.GOV.UK

Cllr. Sara Keeton

Please ask for: Cllr Robert Francis-Davies
Direct Line: 01792 63 7440
E-Mail: cllr.robert.davies@swansea.gov.uk
Our Ref: RFD/WN
Your Ref:
Date: 3rd January 2024

Dear Cllr. Keeton

RE: Response to Convener's Letter to Cabinet Members Robert Francis-Davies, Andrew Stevens and David Hopkins - Climate Change and Nature Scrutiny Panel 28 November 2023

Thank you for your recent letter.

1) Potential for adding short links between active travel routes and Leisure destinations.

Panel: We feel Welsh Government Active Travel schemes are based more around commuters rather than going to leisure points and discussed how some of these commuter destinations are very close to tourist destinations. We queried if there is any potential for adding short links from the active travel routes to the tourist destination, as we believe many people would then use these routes. We heard the infrastructure in Swansea benefits tourists as much as residents, for example, the cycle routes into Mumbles and the Marina. We agreed a full response be provided by the appropriate Cabinet Member following the meeting.

Response from Ioan Brannigan, Transport Strategy Officer:

All active travel schemes that are delivered using Welsh Government's Active Travel Fund (ATF) must comply with the Active Travel (Wales) Act 2013 and its supporting Guidance. According to the Act's Guidance, an active travel journey includes travel to work, school, educational facilities, shops, leisure facilities, and public interchanges. Any alterations or extensions to existing active travel routes (which includes the addition of short links to leisure destinations), must align with the Act's principles of promoting everyday utility journeys. The development of future active travel routes is guided by Swansea's Active Travel Network Map (ATNM) where routes that have been assigned higher priority take precedence for future delivery and development. Any proposals for introducing short links between active travel routes and leisure destinations must therefore demonstrate how they link with the wider active travel network, contribute to

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Well-Being goals and align with the overarching objectives of the Active Travel (Wales) Act 2013.

2) Communication with Countryside Access for Wales regarding feedback in relation to Wales Coastal Path, upgrading and funding.

Panel: We asked about the Wales Coastal Path and queried if any feedback the Council gets on any sections of the Path is communicated to Countryside Access for Wales, for example, a stretch of the Path that people would like to use more and that could be upgraded, and how money for this is drawn down. We heard from officers present that Rights of Way is an asset but maintaining it is a challenge, that there has been lots of investment at key parts of the path, and that the Tourism and Marketing Team have been able to promote this in some of its videos. Regarding ongoing investment, we heard the AONB Team look to the Tourism Department to provide research to back up any funding applications to Welsh Government. We agreed a full response be provided by the appropriate Cabinet Member following the meeting.

Response Chris Dale, Countryside Access Team Leader:

The Wales Coast Path is managed by the local authorities around the Welsh coast. Therefore, any complaints or comments about the coast path are dealt with at this Council by the Countryside Access Team. Annually the Countryside Access Team is offered a set amount of grant from Natural Resources Wales to maintain the coast path to a high standard. This is used for cutting back overgrown vegetation, and replacing gates, signs and bridges. In addition to this maintenance grant the Countryside Access Team can bid for additional funds to improve the coast path or to realign it when coastal erosion occurs.

3) Implementation of a 'ski-style' cycle map. Please provide your response to these, and any other comments about our letter by 11 January 2024. We will then publish both letters in the agenda of the next available Panel meeting.

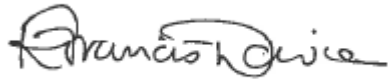
Panel: We discussed the cycle map of the area, and how previously in Scrutiny, members talked about a 'ski-style' map with red, blue, black, and green lines showing the difficulty. We queried if this has been implemented in the map and how this is going to link up with rural Gower. Cllr Francis-Davies and officers present stated they are not aware of anything like this but perhaps the Council could talk to Sustrans to check if they have any experience of it. We agreed a full response be provided by the appropriate Cabinet Member following the meeting.

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Response from Ioan Brannigan, Transport Strategy Officer:

Officers will consider this suggestion and investigate its feasibility and how it aligns with the principles of the Active Travel (Wales) Act 2013.

Yours sincerely



**Y CYNGHORYDD/COUNCILLOR ROBERT FRANCIS-DAVIES
AELOD Y CABINET DROS FUDDSODDI, ADFYWIO A THWRISTIAETH
CABINET MEMBER FOR INVESTMENT, REGENERATION & TOURISM**



**Y Cynghorydd David Hopkins / Councillor David Hopkins
Dirprwy Arweinydd / Aelod y Cabinet dros Wasanaethau a Pherfformiad
Corfforaethol
Deputy Leader / Cabinet Member for Corporate Services & Performance**



**Councillor Andrew Stevens
Aelod Cabinet dros yr Amgylchedd ac Isadeiledd
Cabinet Member for Environment & Infrastructure**

Agenda Item 6



Report of the Cabinet Member for Service Transformation

Climate Change and Nature Scrutiny Performance Panel – 30th January 2024

Overview of Public Electric Vehicle Chargepoint Installation

| | |
|---------------------------------------|---|
| Purpose | To provide a briefing requested by the Panel about the installation of Council owned public facing electric vehicle charging infrastructure in Swansea. |
| Content | This report includes a summary of the chargepoints installed to date, how they have been funded, and provides an overview of the current operating model, establishment of an initial network of public facing electric vehicle chargepoints and challenges for delivery in future years. |
| Councillors are being asked to | <ul style="list-style-type: none">• Give their views• Consider doing further work on this issue |
| Lead Councillor(s) | Councillor Andrea Lewis |
| Lead Officer(s) | Director – Mark Wade Head of Service – Stuart Davies |
| Report Author | Ioan Brannigan Transport Strategy Officer – Transport Strategy & Monitoring ZeroEmissionTransport@swansea.gov.uk |
| Legal Officer | Debbie Smith |
| Finance Officer | Ben Smith |
| Access to Services Officer | Rhian Millar |

1. Background

- 1.1 The decarbonisation of road transport is increasingly seen as a necessary component to meet national targets on reducing carbon emissions and environmental pollution. The electrification of both private and vehicle fleets has emerged as a key pathway toward achieving low-carbon mobility.
- 1.2 Electric vehicle (EV) registrations have increased considerably in recent years, driven by their ability to curtail greenhouse gas emissions, improved price comparability to conventional vehicles, enhanced range capabilities, and their reputation as vehicles with zero tailpipe emissions. This rise in EV ownership has increased demand for charging at home, on the move, and at a multitude of destinations, including workplaces, leisure centres, supermarkets, and at transport hubs.
- 1.3 The adoption of electric vehicles and associated infrastructure aligns with national policy on air quality and net zero emission targets. The UK Government's 2035 Delivery Plan commits to stopping the sale of all new petrol and diesel cars and vans by 2030 and requires that all new cars and vans be 100% zero emissions at the tailpipe by 2035.
- 1.4 Demand for public chargepoints is increasing, and investment in infrastructure gives people confidence in charging provision, enabling them to make the decision to choose an EV, reducing 'range anxiety', which is considered as one of the main prohibiting factors for those considering the purchase of an EV.
- 1.5 It is estimated that there are approximately 42,500 charge points across the UK as of April 2023, of which 1,725 are in Wales.
- 1.6 Local authorities (LA) across the UK vary in their level of investment in electric vehicle charging infrastructure. Securing external capital grant funding greatly increases the capital expenditure available to LAs, giving them the funds required to commission a local network.
- 1.7 **Policy Context** - Many policies have been developed by both UK Government and Welsh Government in recent years, aimed at reducing air pollution, and transitioning to more sustainable modes of transport. Two notable policies apply to this agenda item, 'Llwybr Newydd' the new Wales Transport Strategy, and the Electric Vehicle Charging Strategy for Wales. Both are Welsh Government policies, published in 2021.
- 1.8 **'Llwybr Newydd' (Welsh Transport Strategy)** sets out Welsh Government's strategy for the future of transport in Wales, detailing ambitions and priorities for the next 20 years. The strategy sets out a decarbonisation framework for the transport sector in Wales, shifting priorities given to modes of transport in a Sustainable Transport Hierarchy (Figure 1), which prioritises active travel, public transport, and

ultra-low emission vehicles above private motor vehicle use. Regional Transport Plans developed in future years will be aligned with this strategy and will employ the same priority matrix for transport interventions.

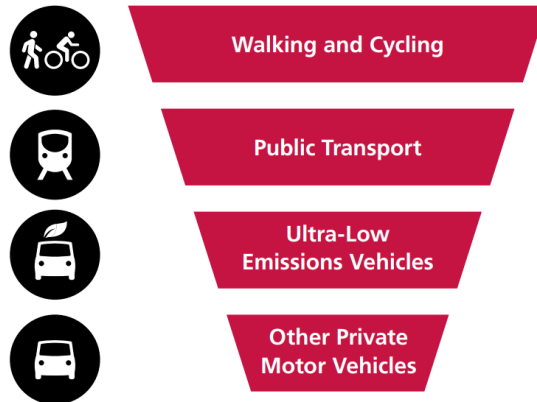


Figure 1 - Welsh Government | Sustainable Transport Hierarchy

- 1.9 The **Electric Vehicle Charging Strategy** sets out targeted actions to deliver a vision for electric vehicle charging in Wales. The strategy sets out a vision for charging in Wales that *‘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’*. The report emphasises the need for a substantial increase in the number of Slow, Fast and Rapid / Ultra Rapid chargepoints available in Wales. It also recognises the need to improve user experience for electric cars and vans and to roll out better quality charging infrastructure.
- 1.10 **Charging Types and Locations** – Different types of EV chargepoints can be installed to facilitate a variety of charging scenarios, typically agreed as; charging at home, those who park on-street, at a place of work, at motorway and trunk road service stations, and privately owned hubs for fleets. The charging behaviours that users adopt vary according to personal need and circumstances.
- 1.11 There are three main types of EV chargepoints (Figure 2) and it is important to consider which charger is best suited at different locations, depending on the activity or attraction that is at each location.

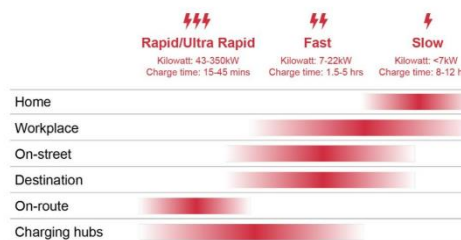


Figure 2 – Welsh Government | Charging Types and Locations

1.12 LAs have generally focused on installing on-street and destination chargers, as the primary landowner for city, town, and community car parks, and as the highway authority for placement on-street. Commercial operators have generally invested in on-route and charging hub type facilities, as these are often the most commercially viable locations.

2. Existing Infrastructure

2.1 Installations 2020-2023 – Swansea Council has installed a number of ‘fast’ EV chargepoints in Council owned car parks, complementing the wider commercial offering in Swansea.

2.2 As of December 2023, Council owned public facing EV chargepoints account for 25 of the available locations across the City and County area, offering a total of 80 EV chargepoints and bays. Council owned chargepoints account for nearly 50% of the total market share of publicly available chargepoints in Swansea.

2.3 An additional 15 chargepoints will be added to the above network with the opening of Copr Bay North Multi Storey Car Park (MSCP) in the future.

2.4 Figure 3 outlines the locations of the chargepoints installed, and Appendix A provides an overview map illustrating these locations.



Figure 3 – Locations of public facing council owned EV chargepoints

2.5 All chargepoints to-date have been installed in council owned car parks, which allows for the dedicated EV recharging bays to be appropriately monitored and managed to reduce misuse. A Traffic Regulation Order (TRO) enables effective management of misuse of the spaces.

2.6 Grants Awarded – The chargepoints installed to-date have been 100% grant funded by Welsh Government, or through combining grants from Welsh Government and the Office for Zero Emission Vehicles.

2.7 The first phase of installation in 2020 provided an initial strategic network of 12 locations across Swansea. Ten of the chargepoint locations were funded jointly by Welsh Government and the Office for Zero Emission

Vehicles, and two wholly funded by Welsh Government, providing a total of 32 chargepoints.

- 2.8 The second part of the first phase was installed following a successful grant application to the Welsh Government's Ultra Low Emission Vehicle Transformation Fund 2021-22.
- 2.9 All public chargepoints installed are 100% grant funded and provide 100% renewable electricity to users, accelerating Swansea's position in transitioning to a low carbon future.
- 2.10 The current operating model applied to the chargepoints installed between 2020 and 2023 is a third-party concession agreement. Whilst Swansea Council maintains ownership of the chargepoints installed, the council tendered a contract for a commercial operator to take over the maintenance, servicing, repair and operation of the units for the duration of the contract, which is five years with the option to extend. As part of this agreement, the council receives a profit share from the use of the chargepoints and works closely with the chargepoint provider, Clenergy EV, to ensure that open book reviews on pricing result in as low cost per kWh as reasonably practicable.
- 2.11 Clenergy EV is the operating name of EPS Construction, a Swansea based company, who were awarded the contract for the chargepoints installed between 2020 and 2023.
- 2.12 Chargepoint Specification – All chargepoints currently installed in council car parks offer 'fast' charging between 7-22kWh. Charging at 7kW will typically provide approximately 30miles of range per hour of charging, and at 22kW approximately 90miles of range per hour of charging. It is important to note that range per hour varies depending on how efficient the vehicle is. A vehicle can only charge at the maximum charge rate that the vehicle can accept. For example, if a vehicles maximum charge rate is 7kW, it will not charge any faster by using a 22kW chargepoint.
- 2.13 The current rate of charging for use of the EV chargepoints operated by Clenergy EV in Swansea is 75p per kWh, and users benefit from no connection fee.
- 2.14 Users of the chargepoints are able to access 24/7 support in both Welsh and English language, and can pay to use the chargepoints either through the Clenergy EV mobile application, with an RFID membership card, or can pay as you go over the phone with no sign up required.
- 2.15 Swansea Council consistently monitors chargepoint usage to ensure that high levels of demand are captured. In the current contract, each site is equipped with an extra retention socket to facilitate the installation of a further chargepoint. Current usage patterns however show a lack of demonstrable demand for expanding charging infrastructure at existing locations.

3. Future Infrastructure

- 3.1 Installations 2023-24 – Capital grant funding has been awarded from Welsh Government’s Ultra Low Emission Vehicle Transformation Fund (ULEVTF) to deliver a network of 26 ‘fast’ chargepoints across 13 locations, and one rapid charge location servicing 4 charging bays (Appendix B). This second phase of investment will provide an extension to the first phase strategic network, delivering 22kW charging capabilities to those who currently own an EV and for those who may transition to this type of vehicle in the future.
- 3.2 Four on-street locations are included in this next phase of installations, specifically in Uplands, Sketty, Killay and Castle Ward, all of which have central community areas served by formal parking bays on-street. The strategic placement of chargepoints at these locations is designed to ensure easy accessibility for both residents and visitors. By placing chargepoints in the heart of community areas adjacent to local amenities, the aim is to facilitate convenient top-up charging, enabling users to continue with their daily activities.
- 3.3 The remaining sites earmarked for installation in 2023/24 are in Council owned and leisure centre car parks. These locations are important trip attractors and tourist destinations that will provide charging infrastructure in areas where there is very limited or no other charging provision for both tourist and wider local use.
- 3.4 Swansea Council are currently tendering a new contract for a commercial operator to supply, maintain, service, repair and operate the charging units in return for a profit-share.
- 3.5 The delivery of the chargepoints at the sites proposed is subject to the connection costs being as anticipated. These costs are highly dependent on the location and difficult to standardise or accurately estimate as they are influenced by several factors, including available grid capacity, the number and speed of chargepoints proposed to be installed, and the precise location of the proposed connections.
- 3.6 Challenges of Future Delivery – Whilst the Council has been successful in securing available external funding for the implementation of public facing EV chargepoints, resource constraints mean there is currently limited ability to explore and establish commercial arrangements and undertake consultation.
- 3.7 All chargepoints installed to date have relied on external grant funding, and this continues to be the case for any future ambition to increase the coverage of this provision.
- 3.8 Welsh Government has invited local authorities to submit bid applications for the next round of ULEVTF funding in 2024/25. Schemes

eligible for funding include those that deliver charging capabilities at destination, hub, and on-street locations.

- 3.9 The Office for Zero Emission Vehicles continues to offer a limited contribution under its On-Street Residential Chargepoint Scheme, which has reduced its contribution from 75% to 50%, meaning that a larger match funding source will be required for new applications.
- 3.10 Limited options are available for EV users who wish to charge at home but do not have off-street parking provision. Without off-street parking, homeowners would feel less confident in purchasing an EV, as there are challenges in identifying affordable and convenient charging infrastructure that is located close to home.
- 3.11 Various charging devices have been trialled on-street across the UK to understand and overcome the issues faced when delivering on-street residential charging infrastructure. Hidden infrastructure in pavements, lamppost charging, gully charging, and on-street bollards are all delivery models being trialled by local authorities, although there is seemingly a lack of agreement that the right solution has been identified for larger scale roll-out and adoption by all local authorities.
- 3.12 Swansea Council has expressed interest in potentially taking forward an on-street residential trial, although for larger scale roll-out, significant barriers remain around the management of streetworks licences and permissions, liability issues, and the misuse of parking spaces. Charging apparatus can also be left unregulated in the ground in the event of a commercial operator going bankrupt, as EV companies currently lack statutory powers. The Council will maintain a watching brief in relation to emerging best practice in this area.
- 3.13 Work will continue to focus on establishing strategically placed charging infrastructure to provide a general level of coverage across Swansea whilst a real and tangible solution for residential charging is brought forward.
- 3.14 Meeting Future Demand – Going back to the Welsh Government’s Electric Vehicle Charging Strategy, this highlights Swansea as being an area of higher charging demand for EV chargepoints in all scenarios in future year modelling. Whilst the council has installed charging infrastructure when funding has been available, there will evidently need to be an increase in private sector investment in the City and County, and this is starting to be seen in the placement of chargers in retailer car parks and an increase in the number of planning applications being submitted by commercial operators.
- 3.15 Have Your Say EV Survey – A consultation exercise on EV charging, conducted between November and December 2023, aimed to gather insights from residents, businesses and other organisations in Swansea. The survey was hosted on a dedicated webpage on Swansea Council’s

'Have Your Say' pages and promoted via Swansea Council's social media platforms. Local ward members were informed and asked to help promote engagement with the survey.

- 3.16 The results of the survey are currently being analysed and will help inform the Council of the need and demand for new locations. The survey was designed so that those with or without an EV could complete the survey, providing valuable information for identifying potential barriers to adoption and considerations for the strategic placement of future infrastructure.

4. Conclusion

- 4.1 With limited funding sources available, Swansea Council has managed to deliver a robust geographical spread of EV chargepoints in car parks across the City and County area, benefiting the many communities of which they serve. Much of the densely populated areas in Swansea are within 1km of a Council owned chargepoint, providing convenient access within a 5-minute drive (Appendix C).

- 4.2 Since the very first charging session took place on 11th July 2020 up until 29th December 2023, the Swansea Council owned public chargepoints have:

- Been used for **10,496** charging sessions
- Delivered **100%** renewable electricity
- Utilised **163,395 kWh** powering approximately **490,185 miles**
- Saved **128,811 kg** of CO₂

- 4.3 A notable uplift in user charging sessions occurred in 2023, indicating that demand for public charging infrastructure is rising, aligning with the growing adoption of EVs nationally.

- 4.4 Whilst challenges remain in the continued expansion of the network, the councils next steps will be to adopt an EV Charging Strategy, which will seek to outline how best to take forward any future proposals for the placement of charging infrastructure.

- 4.5 As and when funding becomes available, the council will continue to respond to these opportunities and seek to investigate all funding sources to enable delivery, where possible.

5. Legal implications

- 5.1 When delivering Transport Schemes, compliance will be required with the relevant Highways and Transport Act measures and guidelines.

- 5.2 It is necessary to ensure that all terms and conditions attached to external grant funding are complied with and that the Council's

Financial Procedure Rules regarding grant application and acceptances are followed.

- 5.3 For the EV schemes funded by the Office for Zero Emission Vehicles, there are specific quarterly monitoring and reporting requirements for a period of three years after installation, and a requirement that chargepoints installed remain operational for a minimum period of three years.
- 5.4 From the 1st April 2019, the installation, alternation or replacement of outlets and upstands for recharging electric vehicles within an area lawfully used for off-street parking is permitted development under the Generally Permitted Development Order Regulations 1995 (as amended). For any proposed on-street chargepoint locations, where this falls outside of permitted development, planning consent may be required.
- 5.5 The chargepoints commissioned between 2020 and 2022 have been installed in council owned car parks, which allows for the dedicated EV recharging bays to be appropriately monitored and managed to reduce misuse. A Traffic Regulation Order (TRO) enables effective management of misuse of the spaces. Installations prior to 2022 are already covered by an active TRO, with new installations in 2022 shortly due to be covered by an extension of the original TRO.
- 5.6 Separate legal advice will be sought regarding any contract and procurement issues relevant, as required.

6. Finance Implications

- 6.1 The schemes described in this report have relied wholly upon external capital grant funding to secure their delivery.
- 6.2 All funding bids submitted were signed off by the Section 151 Officer, and subsequently approved by Cabinet upon grant award.
- 6.3 For the infrastructure installed to-date, a third-party concession agreement is in place with a commercial operator who is liable for all ongoing revenue costs for the operation and upkeep of the units. The current contract is for a 5-year term, with the option to extend for a further 3 years.
- 6.4 Additional external grant funding will be required to undertake any expansion of the council owned public network.

7. Integrated Assessment Implications

- 7.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
 - Deliver better outcomes for those people who experience socioeconomic disadvantage
 - Consider opportunities for people to use the Welsh language
 - Treat the Welsh language no less favourably than English.
 - Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
- 7.2 These transport infrastructure schemes will serve to improve public amenity, connectivity and access for all, and will be the subject of consultation as appropriate.
- 7.3 For schemes which are proposed to be developed in future, consultation will be undertaken if schemes are approved by Welsh Government or any other funding body, and individual projects will consider their equality impacts more fully at the appropriate design stages when they will be screened in their own right.
- 7.4 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.
- 7.5 These schemes will be highly visible to the public and are considered to pose a medium risk to the Council. The cumulative impact of these schemes will be positive for people living near to chargepoints or for those travelling to the communities in which they are located. They will improve public access to EV charging and enhance charging capabilities for communities, making more sustainable modes of transport a realistic option when choosing a vehicle for their transport needs.
- 7.6 The Integrated Impact Assessment (IIA) process ensures there has been due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.

Background papers: None

Appendices:

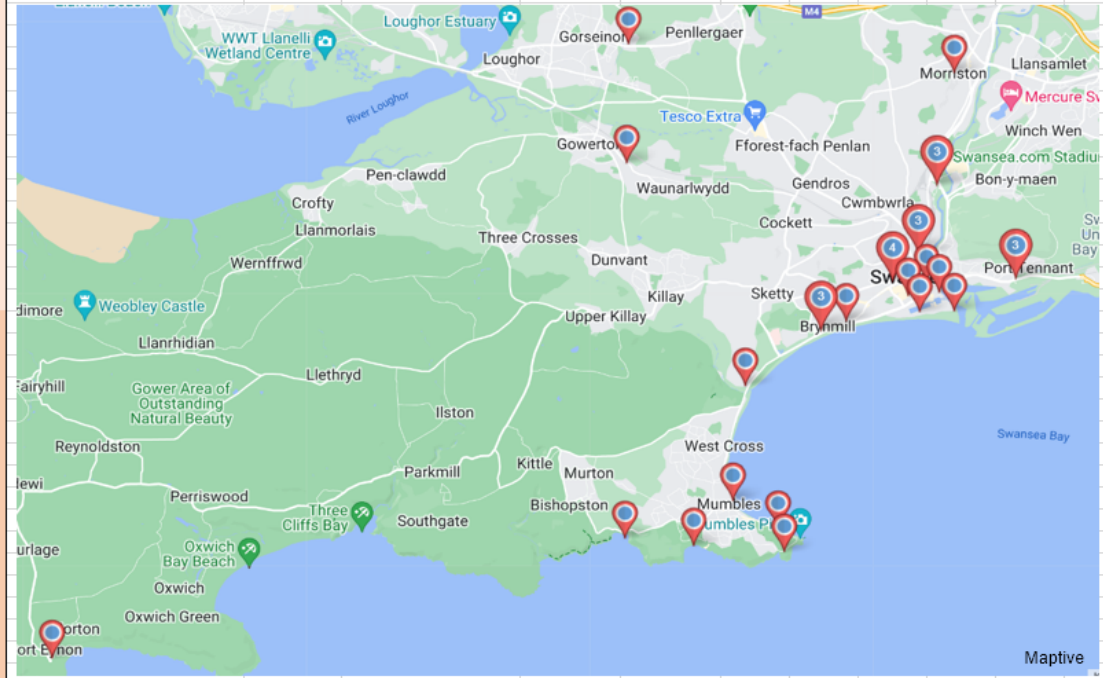
Appendix A: Overview of Swansea Council Owned Public EV Chargepoints

Appendix B: Overview of 'Fast' Chargepoint Locations to be installed utilising ULEVTF 2023/24 funding

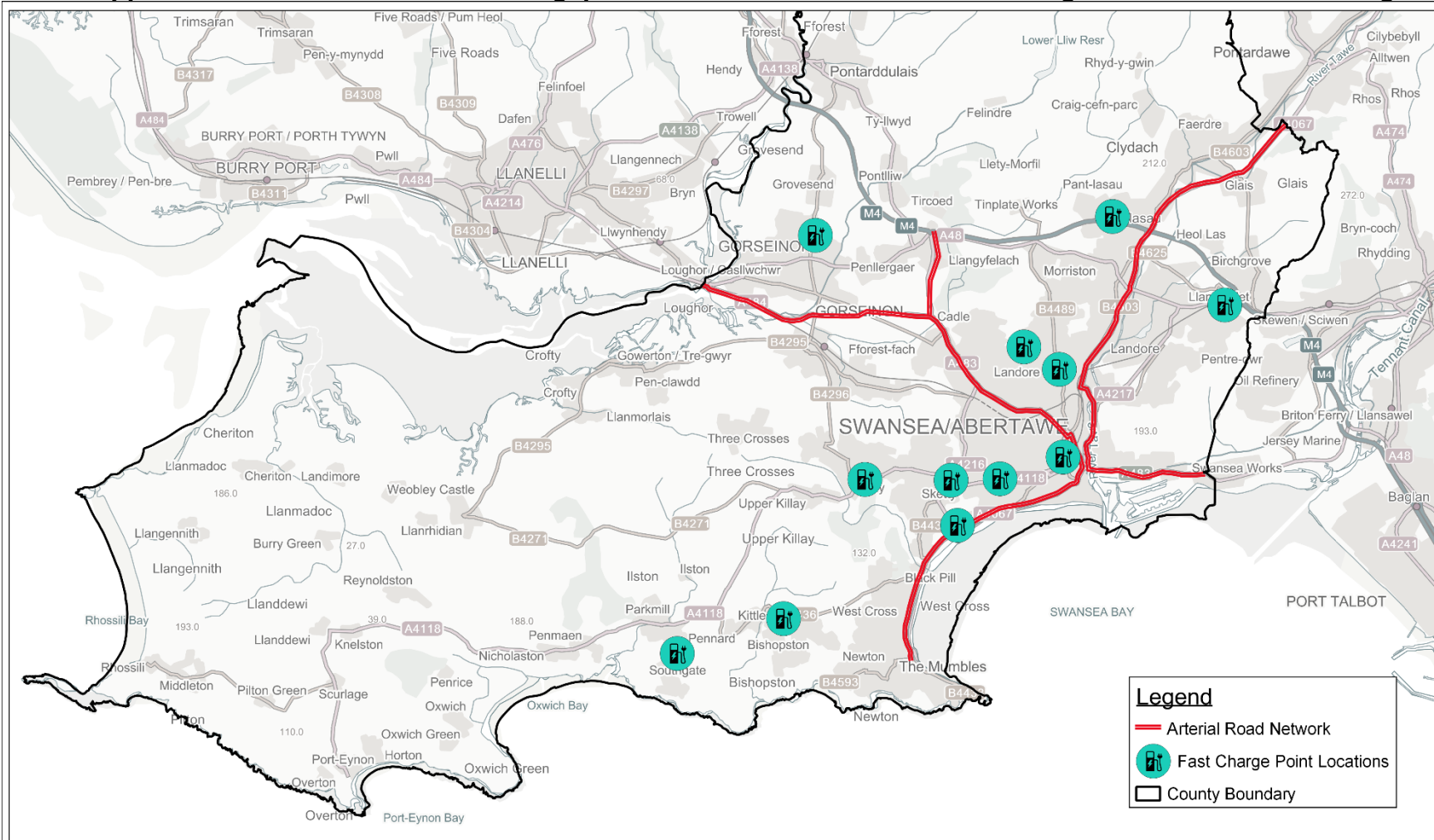
Appendix C: Accessibility of Swansea Council Owned Public EV Chargepoints

Appendix A: Overview of Swansea Council Owned Public EV Chargepoints

| Charge Point Name | Location | Charger manufacturer | Power | Number of sockets | First Connected |
|-------------------------------------|--|----------------------|-------|-------------------|-----------------|
| Pell Street, Swansea | Pell Street, Swansea SA1 3ES | EV-BOX | 22kW | 2 | 08/03/2020 |
| East Burrows, Swansea | East Burrows, Swansea SA1 1RR | EV-BOX | 22kW | 2 | 08/03/2020 |
| Trawler Road, Swansea | Trawler Road, Swansea SA1 1YH | EV-BOX | 22kW | 2 | 08/03/2020 |
| Swansea Point, Swansea | Swansea Point, Swansea SA1 1FY | EV-BOX | 22kW | 2 | 08/03/2020 |
| Water Street Pontarddulais Car Park | Water Street Pontarddulais Car Park | EV-BOX | 22kW | 2 | 09/03/2020 |
| Gowerton Car Park, Swansea | Gowerton Car Park, Swansea SA4 3AW | EV-BOX | 22kW | 2 | 09/03/2020 |
| Clydach Car Park | Clydach Car Park SA6 5LP | EV-BOX | 22kW | 2 | 09/03/2020 |
| Morrison Car Park | Morrison Car Park SA6 7AA | EV-BOX | 22kW | 2 | 09/03/2020 |
| Bath's Car Park, Swansea | Bath's Car Park, Swansea SA1 4PQ | EV-BOX | 22kW | 2 | 09/03/2020 |
| Gorseinon Car Park | Gorseinon Car Park SA4 4AD | EV-BOX | 22kW | 2 | 10/03/2020 |
| Landore Park & Ride 1, Swansea | Landore Park & Ride 1, Swansea SA1 2JT | EV-BOX | 22kW | 2 | 13/03/2020 |
| Fabian Way P&R 3 | Fabian Way P&R 3 SA1 8LD | EV-BOX | 22kW | 2 | 13/03/2020 |
| Landore Park & Ride 2, Swansea | Landore Park & Ride 2, Swansea SA1 2JT | EV-BOX | 22kW | 2 | 13/03/2020 |
| Landore Park & Ride 3, Swansea | Landore Park & Ride 3, Swansea SA1 2JT | EV-BOX | 22kW | 2 | 13/03/2020 |
| Fabian Way P&R 1 | Fabian Way P&R 1 SA1 8LD | EV-BOX | 22kW | 2 | 13/03/2020 |
| Fabian Way P&R 2 | Fabian Way P&R 2 SA1 8LD | EV-BOX | 22kW | 2 | 13/03/2020 |
| High Street, Swansea | High Street, Swansea SA1 1NS | Schneider Electric | 22kW | 2 | 17/02/2022 |
| High Street, Swansea | High Street, Swansea SA1 1NS | Schneider Electric | 22kW | 2 | 17/02/2022 |
| High Street, Swansea | High Street, Swansea SA1 1NS | Schneider Electric | 22kW | 2 | 17/02/2022 |
| Knab Rock, Swansea | Knab Rock, Swansea SA3 4EL | Schneider Electric | 22kW | 2 | 01/11/2022 |
| Langland Bay, Swansea | Langland Bay, Swansea SA3 4QR | Schneider Electric | 22kW | 2 | 02/11/2022 |
| Recreation Ground, Swansea | Recreation Ground, Swansea SA2 0AR | Schneider Electric | 22kW | 2 | 03/11/2022 |
| Recreation Ground, Swansea | Recreation Ground, Swansea SA2 0AR | Schneider Electric | 22kW | 2 | 03/11/2022 |
| Recreation Ground, Swansea | Recreation Ground, Swansea SA2 0AR | Schneider Electric | 22kW | 2 | 03/11/2022 |
| Northampton Lane, Swansea | Northampton Lane, Swansea SA1 4EW | Schneider Electric | 22kW | 2 | 04/11/2022 |
| Northampton Lane, Swansea | Northampton Lane, Swansea SA1 4EW | Schneider Electric | 22kW | 2 | 04/11/2022 |
| Northampton Lane, Swansea | Northampton Lane, Swansea SA1 4EW | Schneider Electric | 22kW | 2 | 04/11/2022 |
| The Quadrant MSCP, Swansea CC | The Quadrant MSCP, Swansea CC SA1 3RA | Schneider Electric | 22kW | 2 | 04/11/2022 |
| Blackpill Car Park, Swansea | Blackpill Car Park, Swansea SA3 5AT | Schneider Electric | 22kW | 2 | 14/11/2022 |
| Port Eynon, Swansea | Port Eynon, Swansea SA3 1NN | Schneider Electric | 22kW | 2 | 17/11/2022 |
| The Strand Carpark, Swansea | The Strand Carpark, Swansea SA1 1DP | Schneider Electric | 22kW | 2 | 22/11/2022 |
| Caswell Bay, Swansea | Caswell Bay, Swansea SA3 4RH | Schneider Electric | 22kW | 2 | 29/11/2022 |
| Northampton Lane, Swansea | Northampton Lane, Swansea SA1 4EW | Schneider Electric | 22kW | 2 | 29/11/2022 |
| Bracelet Bay, Swansea | Bracelet Bay, Swansea SA3 4JT | Schneider Electric | 22kW | 2 | 05/12/2022 |
| The Dairy Car Park, Mumbles Road | The Dairy Car Park, Mumbles Road SA3 4BX | Schneider Electric | 22kW | 2 | 02/02/2023 |




Appendix B: Overview of 'Fast' Chargepoint Locations to be installed utilising ULEVTF 2023/24 funding

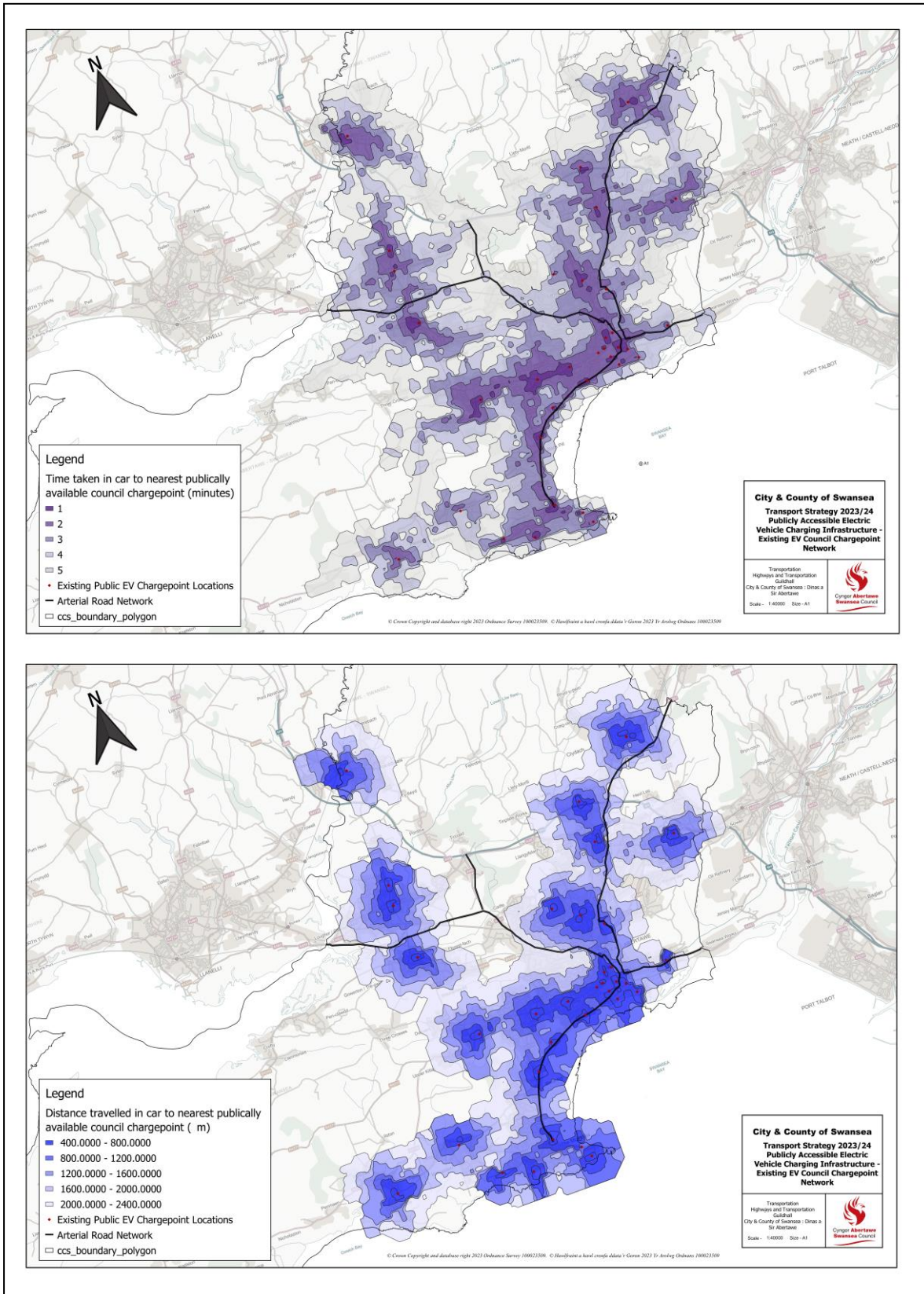


Legend

- Arterial Road Network
- Fast Charge Point Locations
- County Boundary

| | | | | | |
|---|--|-------------------------|---|-----------------|--|
|  | Transportation Highways & Transportation Guildhall, Swansea SA1 4PE | Author IB | Date 29/12/23 | Page Size A3 | Project Ultra Low Emission Vehicle Transformation Fund Project - 2023-2024 |
| | © Crown copyright [and database rights] [2023] OS [100023509]© Hawffraint y Goron [a hawliau cronfa ddata] [2023] Arolwg Ordians [100023509] | Scale 1:90000 | Title Installation of 'Fast' Electric Vehicle Charge Point Infrastructure | | |

Appendix C: Accessibility of Swansea Council Owned Public EV Chargepoints



Agenda Item 7

CLIMATE CHANGE AND NATURE SCRUTINY PERFORMANCE PANEL WORK PLAN 2023/24

| | |
|---|---|
| <p>Meeting 1 4 July 2023</p> <p>10am</p> | <p>Appointment of Convener</p> <p>Draft Work Plan 2023-24</p> |
| <p>Meeting 2 3 October 2023</p> <p>10am</p> | <p>Water Quality, Management and Pollution Control <i>Cllr David Hopkins, Cabinet Member for Corporate Service and Performance</i> <i>Relevant Officers (Tom Price / Carol Morgan)</i> <i>Representatives from Natural Resources Wales TBC</i></p> <p>Planning Enforcement: Nature and Biodiversity (Discussion on how to encourage people to look at biodiversity within planning applications, for example, checklist/toolkit on biodiversity) <i>Cllr David Hopkins, Cabinet Member for Corporate Service and Performance</i> <i>Ian Davies, Development Manager, Planning and City Regeneration</i></p> |
| <p>Meeting 3 28 November 2023</p> <p>10am</p> | <p>Environmental Tourism briefing (suggested at last year's work planning conference) <i>Cllr Robert Francis-Davis, Cabinet Member for Investment, Regeneration, Events and Tourism</i> <i>Steve Hopkins, Tourism and Marketing Manger</i></p> |
| <p>Meeting 4 30 January 2024</p> <p>10am</p> | <p>Public Electric Vehicle Charging Provision <i>Invited to attend:</i> <i>Cllr Andrea Lewis – Cabinet Member for Service Transformation</i> <i>Stuart Davies, Head of Highways and Transportation</i> <i>Matthew Bowyer, Group Leader Highways and Transportation</i> <i>Ioan Brannigan, Transport Strategy Officer Highways and Transportation</i></p> |
| <p>Meeting 5 19 March 2024</p> <p>10am</p> | <p>Local Flood Risk Management – Annual Update (including discussion on Drainage Systems/Services) <i>Invited to attend:</i> <i>Cllr Andrew Stevens – Cabinet Member for Environment and Infrastructure</i> <i>Stuart Davies – Head of Highways and Transportation</i> <i>Mike Sweeney – Team Leader, Highways and Transportation</i></p> <p>Air Quality Management <i>Invited to attend:</i> <i>Cllr David Hopkins, Cabinet Member for Corporate</i></p> |

| | |
|---|---|
| | <p><i>Service and Performance</i> <i>Carol Morgan, Head of Housing and Public Health</i> <i>Tom Price – Team Leader, Pollution Control</i></p> |
| <p>Meeting 6 14 May 2024</p> <p>10am</p> | <p>Climate Change Update (update on battery disposal to be included) <i>Invited to attend:</i> <i>Cllr Andrea Lewis - Cabinet Member for Service Transformation</i> <i>Relevant Officers (Geoff Bacon / Rachel Lewis)</i></p> <p>Achievement against Corporate Priorities / Objectives / Policy Commitments <i>Cllrs Andrea Lewis / David Hopkins / Andrew Stevens? / Cyril Anderson</i></p> <p>Nature and Biodiversity Update (including Monitoring Delivery of Corporate Priority/Objective – Maintain & Enhance Nature & Biodiversity in Swansea) <i>Invited to attend:</i> <i>Cllr David Hopkins, Cabinet Member for Corporate Service and Performance</i> <i>Paul Meller – Natural Environment Section Manager</i> <i>Deborah Hill – Nature Conservation Team Leader</i></p> <p>Panel Review of the Year</p> |

Future work programme items:

- Impact of New Housing Developments on the Environment - concerns around housing developments and impact on the environment, including flooding / flood risk. TBC (from work planning conference).
Discuss under item - Local Flood Risk Management (March 2024)?