

Senedd Cymru | Welsh Parliament

[Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith](#) | [Climate Change, Environment and Infrastructure Committee](#)

[Gwefru cerbydau trydan](#) | [Electric vehicle charging](#)

Ymateb gan Cymdeithas Parcio Prydain | Evidence from British Parking Association

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### 1. Beth yw eich barn am y Cynllun Gweithredu?

We welcome the opportunity to review the Action Plan annually in light of the rapid technological developments and sector innovations. Our members felt it was useful to have the Action Plan. Some things are clearly within the control of the Wales Government and some are UK government and these being made clearer would be welcomed.

The British Parking Association represents the UK parking and traffic management profession. Our 750 plus corporate members include local government, hospitals, universities, commercial technology providers, and parking system operators, as well as consultants and academics, including across Wales.

We are a not-for-profit organisation working with our members and stakeholders to support their communities, improve compliance by those managing and using parking facilities, and encourage fairness to achieve our vision of excellence in parking for all.

We held our Wales Parking and Transport meeting in Wales on 1st December 2022. 38 professionals from across the parking and traffic management sector attended including 11 Welsh local authorities and participated in a workshop on EV charging in Wales. The EV workshop feedback has helped inform this consultation response.

### 2. Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 1: Seilwaith gwefru?

Improving charging provision at multi-modal transport hubs is a key addition to the other forms of charging location, as it takes extra planning. Another often overlooked form of public charging is peer to peer charging which could be included in the strategy and action plan. This is an area of rapid growth as EV ownership increases and a greater proportion of EV owners do not have access to off-street charge.

### 3. Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 2: Optimeiddio'r ddarpariaeth ynni?

Grid capacity is a concern. A greater emphasis on locating suitable land to create mobility or multi-modal transport hubs with EV charging facilities is recommended. These hubs can then also have

energy generation (and storage), micro-mobility vehicles and secure cycle storage which all contribute towards the governments aim of modal shift. Our DfT funded Park Active initiative is a good example of how out of town and city car parks can be used to encourage active travel <https://www.park-active.co.uk/> and also be EV charging hubs.

#### **4. Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 3: Gwella'r ddarpariaeth gwefru chwim?**

There is concern that more is needed.

#### **Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 4: Safonau ansawdd Cymru?**

The UK government needs to publish its EV strategy as soon as possible to support the sector in planning for the future which in turn will help the Welsh government with its planning too. How the quality standard for charging will be enforced needs consideration.

Currently there are various degrees PAS 1899 accessibility EV standard from minimum requirements to recommended best practices which go above and beyond. Therefore, there is now a need for further guidance so as to establish a middle ground that does not overburden local authorities and establish a commonly recognised accessibility standard to ensure accessibility for all. As it is not just those who are disabled who will benefit.

#### **Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 5: Hwyluso rheoleiddiol?**

With the support of our members including parking technology, local government, consultancy, hospital trust, higher education members we work closely with OZEV to help shape the development of the regulatory framework.

#### **Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 6: Partneriaeth a chydweithio?**

Our wide range of members who work both in the EV charging sector and our Welsh local authorities would welcome the opportunity to be part of a Welsh Government Charge Point Operator working group. We currently work closely with the Welsh Government to tackle pavement parking and reduce the abuse and misuse of the disabled blue badge.

#### **Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 7: Cynyddu ymwybyddiaeth gyhoeddus?**

There needs to be more done to increase public awareness on EV ownership and EV charging options.

## Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 8: Annog cyfleoedd i fuddsoddi ac arloesi?

We see within our membership community a huge amount of innovation and investment being made to meet growing demand. As a key trade association in the sector we would welcome the opportunity to work more closely with the Welsh Government on developing a programme to support this innovation and investment.

## Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 9: Creu synergedd?

We encourage the adoption of Park Active as one way to encourage active travel from mobility hubs outside of towns and cities - <https://www.park-active.co.uk/>

Currently mobility hubs are one of the forms of charging that need to be given greater emphasis going forward alongside the other forms of charging. Home charging, work charging, on-street, destination and on-route charging require little or no planning as opposed to mobility hubs that include EV charging facilities.

## Beth yw eich barn am y Strategaeth?

## Oes gennych chi unrhyw sylwadau eraill yr hoffech eu gwneud o fewn cwmpas yr ymchwiliad hwn?

The following is the feedback from the workshop held on 1 December at our Wales Parking and Transport meeting in Wales. The attendees were asked to answer four questions in relation to how the roll-out of EV charging infrastructure is going.

Continue – what's going well?

Grant availability for EV chargepoint installation needs to continue

Car tax exemption

Multiple companies providing chargepoints

Change – what is holding us back?

Grid capacity

Cost

Communication/publicity

On-street provision (bollards and lamppost charging)

Delays in fixing faults

Complex application process

Workplace EV chargers

Too many app providers, a platform is needed

The whole range of chargers are needed

Invent – how could things be done differently?

Centralised payment, a common OCPI

Regulatory signs such as a standard sign for on/off

Demand better standards

Develop hydrogen which needs more R&D

Have a universal chargepoint that is PAS 1899 compatible

Vehicle lease market needs to develop further

Public communication needs to improve

Improve motorway services

ACT - what should happen next?

Gather further information/feedback data from the current chargepoints installed.

Need to be able to determine the demand

Better data/information/booking systems for a charging space

Anticipate future demand

Improve communication

Confidence in EV vehicles - range

Are EVs really sustainable? What about hydrogen?

A Welsh Government led policy is needed for consistency

We hope the Committee finds this information useful and would be happy to help further.