

# **NEATH PORT TALBOT COUNCIL**

## **Environment, Regeneration and Streetscene Services Cabinet Board**

**14<sup>th</sup> November 2023**

### **Report of the Head of Property & Regeneration - Simon Brennan**

#### **Matter for Information**

**Wards Affected:** All Wards

#### **Zero Emission Vehicle Infrastructure Strategy (ZEVIS)**

#### **Purpose of Report**

1. To inform Members of the Council's Zero Emission Vehicle Infrastructure Strategy (ZEVIS) and the actions required to increase the uptake of electrical charging and other zero emission vehicle provision throughout the Council.

#### **Executive Summary**

2. NPT ZEVIS is a data and evidence led strategy report with a local, regional and national context. The strategy demonstrates NPT Council status position in regard to Council and Public facing Zero Emission Vehicle Infrastructure in relation to National and neighbouring Local Authorities and where the Council needs to be, modelled on low, medium and high level scenarios of ULEV uptake by 2025 and 2030.

This strategy identifies key Priority Focus Areas shown and presents them in a hexagon chart showing how they inter-relate. This strategy suggests which phase each PFA is best placed, this approach increases the duty and purpose of the strategy by alignment and collaboration with others.

The next step actions will be essential for delivering the aims and objectives of the ZEV infrastructure strategy. The next step core strategy delivery areas will consist of:

- Fast track key node programme
- Internal & regional co-ordination
- Implementation action plan programme

## Background

3. As directed and outlined by the NPT DARE Strategy, NPTC is committed to becoming a net-zero local authority, in line with declarations by the Welsh Government (WG) for a net-zero public sector by 2030 and UK legislative commitments to becoming net zero carbon by 2050.

One of the largest contributors to carbon emission is the transport sector. In 2022, surface transport accounted for 24% of the total UK emissions, with cars contributing 52% of this. NPT ZEVIS considers battery and plug in electric vehicles, hydrogen fuel cell technology and associated infrastructure for residents, businesses, and the public sector within NPT.

ULEV technology is a proven, viable replacement for traditional fossil-fuel powered vehicles but requires supporting infrastructure. As hydrogen fuel cell and infrastructure technology is still developing, this Strategy focuses mainly on EVs as the EV market is more mature and available now for wide scale adoption.

Local Authorities have an enabling role to assist residents, businesses and visitors to transition from fossil fuel vehicles to ULEV and create an environment that will enable the EV charging sector to become commercially viable.

NPT ZEVIS has identified an overriding matrix of Priority Focus Areas (PFA's) intended to mesh with existing and future work undertaken by other Departments within NPT. (Located in Appendix 1.) This strategic approach will converge different viewpoints and challenges to a common ambition and goal.

NPT ZEVIS is a strategic tool that sets the direction for developing a suitable infrastructure that will encourage and build confidence in the transition to zero emission vehicles that will benefit communities, residents, improve air quality and the economy of Neath Port Talbot.

NPT ZEVIS foundation is based on the following four key objectives:

1. Promote inclusive ZEV uptake across NPT - **Equality**
2. Promote private sector investment in ZEV technologies - **Economy**
3. Continue to deliver NPT net zero transport emissions agenda -

**Exemplify**

4. Pursue alignment with local and regional innovation projects –

## **Engage**

### 3.1 Strategy - Overall Findings

The data shows that ULEV uptake is growing in NPT but lies below surrounding council's growth with an increasing year on year gap.

It identifies National and Regional policies that effect Local strategy and action plans.

It identifies the numerous ZEV related funding streams available at the time of writing, to Local Authorities, landlords, homeowners, renters, workplaces and manufacturers.

The report has analysed the current ZEV and Infrastructure market and identifies the Pros and Cons of the main types of On Street Residential EV Charging Infrastructure solutions.

It includes hydrogen and incorporates a fuel hierarchy table with Pros, Cons and emissions.

It recognises that continued development and innovation in ZEV will affect future uptake and usage patterns.

### 3.2 Strategy - Recommendations

NPT ZEVIS shows the current number of slow, fast and rapid public chargers in NPT and used three scenarios to forecast ULEV uptake and EV charger requirements in NPT:

- **Low** (business as usual, no policy intervention, extrapolating current trend, 15% and 40% of new registrations by 2025 and 2030 respectively))
- **Medium** (Good Practice, in line with DfT Road to Zero 20% and 50% of new registrations by 2025 and 2030)
- **High** (Exemplar, in line with Government ambition for 30% and 70% of new registrations to be plug in vehicles by 2025 and 2030)

**(Note - figures for 2022 show a 22.9% of new registrations were plug in vehicles. The figure for August 2023 was 27.8%. There are now 1,500,000 plug in vehicles registered in the UK – approximate split is 950,000 full electric and 550,000 plug in hybrid.)**

NPT ZEVIS highlights the significant investment and the number of EV chargers needed to meet the forecast increased uptake.

	2025			2030		
	Low	Medium	High	Low	Medium	High
No of Slow <7 kW chargepoints required	270 - 297	359 - 396	539 - 593	541 - 655	676 - 819	946 – 1,147
No of Fast 7-22 kWh chargepoints required	19 - 21	25 - 28	38 - 42	38 - 46	48 -58	67 - 81
No of Rapid >50 kWh chargepoints required	21	27	41	41	51	72

**(Note - at time of writing there were just 8 Fast and 6 Rapid public chargers in NPT)**

In order to meet its net zero ambition, the Council needs to fully cost its action plan and ensure that it is aligned with its Medium Term Financial Plan. While costing its action plan, the Council needs to consider the balance between what is needed to achieve net zero by 2030 and what is achievable given available resources, time and funding.

### 3.3 Strategy - Proposed Action

This strategy identifies key Priority Focus Areas shown in appendix 1 and presents them in a hexagon chart showing how they inter-relate.

The strategy recommends a phased approach:

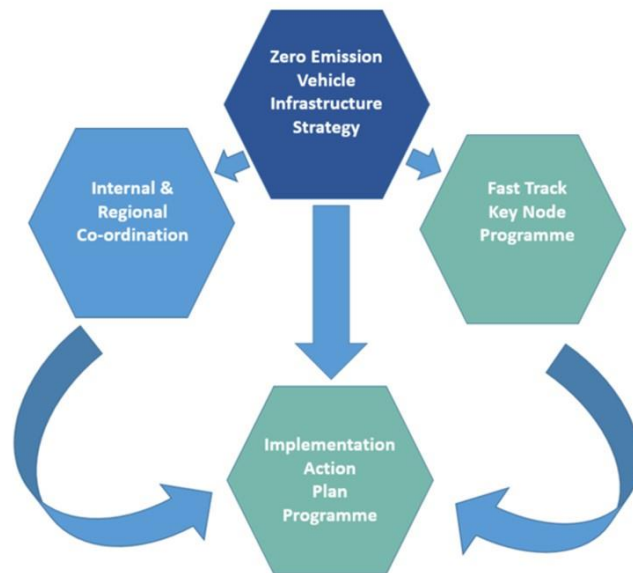
- Phase 0 – Strategy
- Phase 1 – Plan
- Phase 2 – Design
- Phase 3 – Implement
- Phase 4 – Intelligence - Feedback & Review

This strategy suggests which phase each PFA is best placed, this approach increases the duty and purpose of the strategy by alignment and collaboration with others.

It must be understood that for the Council to effectively deliver externally funded zero emission infrastructure projects and work effectively with the commercial sector is going to take high levels of funding, resource, organisational change, structured training, application of new technologies and the need for a holistic approach with responsibility assigned across all directorates, departments and embraced by all staff across the organisational structure of the Council.

### 3.4 Strategy Implementation - Next Steps

The next step actions will be essential for delivering the aims and objectives of the ZEV infrastructure strategy. The enclosed figure illustrates the next step core actions that the Council needs to undertake to increase the necessary uptake of ZEV infrastructure.



To commence the development and demonstrate progress of the Implementation Action Plan the following shortlist of priority focus areas have been developed:

- Publish Guidance & Tools on NPTC Website
- ZEV Taxi & PHV Study
- Establish Regional EVCI Working Group
- NPTC Workplace Charging Study
- Mobility Hub Study
- Public Site EVCI Feasibility Studies

In conjunction with the develop of the Action Plan Programme, a fast track key charging point node installation programme will be identified and implemented, this fast track programme will identify key core charging hubs within / key travelling routes, Towns, Villages, Communities and Valley Areas, focused on enabling locations such as:

- Council carparks
- Council owned facilities such as schools and community centres
- Key visitor attractions within NPT
- Key retail outlets

Another key action will be a mapping exercise to identify all potential funding sources aligned to the following charging provision:

- Public facing charging provision
- Fleet charging provision
- Community charging provision
- Disadvantaged areas charging provision
- Innovative one-off projects

Regional engagement will also be undertaken to ensure effective coordination with surrounding councils and the councils within southwest Wales.

To ensure internal co-ordination across the council regarding zero emission vehicle infrastructure the Zero Emission Vehicle Infrastructure Officer has set up a working group of key internal stakeholders to identify all relevant existing and proposed initiatives and projects.

## **Financial Appraisal**

4. NPT ZEVIS will enable the Council to set out the Priority Focus Areas and subsequent action and delivery plan to help us to better understand the long and short terms costs.

The Council will maximise external funding sources where possible and when available. Although there will also be the need to utilise its own capital funds to fully enable the capacity to deliver funded projects within the timescale required by Welsh Government.

## **Integrated Impact Assessment**

5. There is no requirement to undertake an Integrated Impact Assessment as this report is for information purposes.

## **Valleys Communities Impact**

6. The strategy will help set out the delivery of electric vehicle infrastructure throughout Neath Port Talbot including our valley communities.

## **Workforce Impact**

7. There are no impacts on the Council's workforce at this stage.

## **Legal Impact**

8. There are no legal impacts associated with this report.

## **Risk Management**

9. There are no risk management impacts associated with this report, however, there will full risk assessments undertaken within the delivery of the ZEV implementation programme.

## **Consultation**

10. There is no requirement for external consultation on this item.

## **Recommendations**

11. For Cabinet to note the NPT Zero Emission Vehicle Infrastructure Strategy and proposed actions.

## **Reason for Proposed Decision**

12. This is a matter for information therefore, no decision is required.

## **Implementation of Decision**

13. This is a matter for information therefore, no decision is required.

## **Appendices**

14. Appendix 1 – NPT ZEVIS Priority Focus Areas  
Appendix 2 - Draft - Zero Emission Vehicle and Infrastructure Strategy

## **List of Background Papers**

15. None.

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## 16. Appendix 1 – NPT ZEVIS Priority Focus Areas



## Legend

- Phase 0 - Strategy
- Phase 1 - Plan
- Phase 2 - Design
- Phase 3 - Implement
- Phase 4 - Intelligence
- Underway



