

# CABINET

## 6 Rhagfyr 2021

### STRATEGAETH SEILWAITH GWEFRU CERBYDAU TRYDAN CYNGOR SIR CAERFYRDDIN (CSC) – DATGARBONEIDDIO TRAFNIDIAETH

**Y Pwrpas:** Mabwysiadu'n ffurfiol y Strategaeth Seilwaith Gwefru Cerbydau Trydan arfaethedig ar gyfer y Cyngor. Bydd y strategaeth yn cefnogi'r gwaith o ddatblygu seilwaith gwefru cerbydau trydan ar draws y sir yn y dyfodol i helpu i gyrraedd y targedau ar gyfer lleihau carbon.

#### **Ystyried y materion canlynol a chyflwyno sylwadau arnynt:**

Mabwysiadu Strategaeth Seilwaith Gwefru Cerbydau Trydan CSC.

#### **Y Rhesymau:**

Mae Cyngor Sir Caerfyrddin wedi ymrwmo i ddatgarboneiddio ac mae wedi gosod targed sero-net erbyn 2030, ar ôl datgan argyfwng hinsawdd yn 2019.

Trafnidiaeth yw un o'r cyfranwyr mwyaf o ran allyriadau nwyon tŷ gwydr. Mae datgarboneiddio'r sector trafndiaeth yn hanfodol i gyflawni'r targedau sero-net. Mae twf cynyddol yn y sector Cerbydau Trydan i helpu i leihau allyriadau ac i wella ansawdd aer. Bydd cerbydau trydan yn un opsiwn, ac mae hydrogen hefyd yn dod i'r amlwg fel un o'r opsiynau ar gyfer y dyfodol. Mae Llywodraeth y DU hefyd wedi ymrwmo i wahardd gwerthu cerbydau petrol a diesel newydd erbyn 2030. Mae angen Strategaeth Seilwaith Cerbydau Trydan ar gyfer Sir Gaerfyrddin i gefnogi'r gwaith o ddatblygu seilwaith i ateb y galw yn y dyfodol.

Ymgynghorwyd â'r Pwyllgor Craffu perthnasol

Bu'r Pwyllgor Craffu - Diogelu'r Cyhoedd a'r Amgylchedd yn ystyried yr adroddiad a'r strategaeth ar 25 Tachwedd 2021 gan bleidleisio i fabwysiadu'r strategaeth.

Angen i'r Cabinet wneud penderfyniad OES

YR AELOD CABINET SY'N GYFRIFOL AM Y PORTFFOLIO. Y Cynghorydd Hazel Evans, Amgylchedd.

Y Gyfarwyddiaeth:

Enw Pennaeth y  
Gwasanaeth: Stephen  
Pilliner

Awdur yr Adroddiad:  
Thomas Evans

Swyddi:

Pennaeth Trafnidiaeth a  
Phrifyrdd

Cynlluniwr Trafnidiaeth  
– Strategaeth a  
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**EXECUTIVE SUMMARY**  
**CABINET**  
**6<sup>th</sup> DECEMBER 2021**

**Carmarthenshire County Council (CCC) Electric Vehicle  
Charging Infrastructure Strategy- Decarbonising Transport**

The report sets out the proposal to adopt an Electric Vehicle Charging Infrastructure Strategy for Carmarthenshire to help deliver net zero carbon. Electric vehicles will be part of the mix in future , hydrogen powered vehicles are also emerging as one of the options for the future.

The strategy is the first step to establishing the requirements for Carmarthenshire's EV infrastructure network and provides an evidence base & recommendations to deliver a convenient, reliable, and accessible charging network that instils confidence amongst users. The County Council cannot deliver the strategy on its own. There is an important role for National Governments, the private sector, other public sector bodies and the County Council.

The strategy and development of the infrastructure aims to encourage the uptake of EVs for businesses, residents, and visitors.

Adoption of the strategy will allow for a structured evidence-based network to be created that will demonstrate a commitment to meeting net zero targets by 2030 and 2050. It will help demonstrate that Carmarthenshire is at the forefront of EV commitment within Wales.

Should the authority decide not to adopt the strategy it would leave the county vulnerable to losing out on future funding from Welsh Government and inhibit the delivery against the net zero carbon objective. With no strategy in place for this fast-moving area and with the ban of petrol and diesel cars in 2030 there is a real danger of not being able to facilitate and encourage a charging network that will support all residents, businesses and visitors.

It would also be a step back in terms of the considerable groundwork that has already been done to push Carmarthenshire forward in this field. The strategy contains 13 key policies specific to Carmarthenshire:

- **EV1** Facilitate the Provision and Delivery of Public EV Charge Points;
- **EV2** Maintain Parking Management Policies Supportive of EVs;
- **EV3** Encourage EV Charge Points at Key Employment Centres, and transport interchanges.;
- **EV4** Encourage the Use of EVs in the Fleet;
- **EV5** Trial New Technologies and Encourage Innovation;
- **EV6** Investigate ways to Encourage Charge Point Provision through the Planning Process;
- **EV7** Investigate incentives for Private Developers and Landowners to Provide Charge Points on Existing Developments and explore the potential for the use of S106 contributions.
- **EV8** Encourage Taxis and Public Transport Providers to Upgrade to EVs;

<ul style="list-style-type: none"> <li>• <b>EV9</b> Provide Publicly Available Information About EV Charging Options;</li> <li>• <b>EV10</b> Inform Businesses and Residents about opportunities to upgrade to EVs and develop a comms plan to support the EV Infrastructure Strategy.</li> <li>• <b>EV11</b> Encourage Electric Car Clubs;</li> <li>• <b>EV12</b> Work in Partnership with Other Organisations;</li> <li>• <b>EV13</b> Continually Review and Refresh This Strategy .</li> </ul>	
DETAILED REPORT ATTACHED?	YES

## IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report:

Signed: **S.G.Pilliner**

Head of Transportation and Highways

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
<b>YES</b>	<b>NONE</b>	<b>YES</b>	<b>NONE</b>	<b>NONE</b>	<b>YES</b>	<b>None</b>

### 1. Policy, Crime & Disorder and Equalities

The strategy will enable and encourage the development of EV charging infrastructure and associated resources across the county to help achieve carbon reduction targets. This will help to reduce inequalities in terms of infrastructure provision and help to enable transition to EVs for those, for example, without off street parking.

### 2. Finance

No internal funding implications, however, the strategy can be used to support external funding applications to Welsh Government, Office for Zero Emissions vehicles etc.

### 6. Staffing Implications

The strategy is a live strategy and will be continually reviewed given the fast-moving changes to both policy and direction from Welsh Government.

Staff will be expected to update the strategy or secure funding to achieve this.

# CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: S.G.Pilliner

Head of Transportation & Highways

## 1. Scrutiny Committee

Environment and Public Protection Scrutiny Committee considered the report and strategy on the 25th November 2021 and voted to adopt the strategy.

2. Local Member(s) Not applicable.

3. Community / Town Council Not applicable

4. Relevant Partners Not applicable

5. Staff Side Representatives and other Organisations Not applicable.

**CABINET MEMBER PORTFOLIO  
HOLDER(S) AWARE/CONSULTED**

YES

Cllr. Hazel Evans and Cllr. Ann Davies support the report.

**Section 100D Local Government Act, 1972 – Access to Information  
List of Background Papers used in the preparation of this report:**

There are none.