

MEETING	Communities Scrutiny Committee
DATE	20 March 2025
TITLE	Introduction of public electric vehicle charging points
REASON TO SCRUTINISE	The Council Plan 2023-28 – A Green Gwynedd
AUTHOR	Gerwyn Jones, Assistant Head of Environment Department
CABINET MEMBER	Councillor Craig ab Iago

1. Why it needs to be scrutinised?

1.1 Installing electric vehicle charging points for Gwynedd residents is a project that has been included in the Council's Climate and Nature Emergency Plan 2022/23-2029/30.

1.2 The progress of the project and the plans for the introduction of public charging points was scrutinised at the Communities Scrutiny Committee on 5 October 2023. It was resolved:

- (i) To accept the report, noting the observations made during the discussion;
- (ii) To ask the Cabinet Member/Environment Department to look into providing more rapid charging points;
- (iii) To receive a progress report when timely.

2. What exactly needs scrutiny?

The following responds to the specific questions that have been raised by the Committee:

2.1 Has consideration been given to the provision of more rapid charging points?

Since the last meeting in October 2023, the Department has placed more emphasis on introducing rapid chargers.

We have reviewed our plans on the former 'Shell' car park site in Caernarfon to include installing rapid points alongside the current fast points. In addition, we are prioritising installing rapid charging points at other locations.

2.2 What progress has been made?

Since the last meeting, six additional sites have become live, which has increased the number of charging points available for public use to 52.

Of the six new sites, two sites include rapid charging points. A summary of the current provision and plans underway can be seen in **Appendix A**.

2.3 What payment methods are available for the public to pay for charging vehicles?

It is possible to use a smartphone app or an 'RFID' smartcard to pay for the service at every Council site.

In some sites, it is also possible to use a bank card.

Our long-term intention is to ensure that the three above methods can be used at every site.

2.4 How much use has been made of charging points on Council land?

Generally, the use of the charging points has been positive:

- In August 2024, 2,181 charging sessions were recorded (which is the busiest month).
- In December 2024, 1,030 charging sessions were recorded (which is the least busy month).

3. Additional Questions

3.1 What is the Plan / Timetable for delivery?

The details about the proposed plans can be seen in **Appendix A**, but to summarise, we are working on a work programme to introduce four additional sites to become live by this year's summer period, namely Abermaw, Blaenau Ffestiniog, Caernarfon and Bangor.

3.2 How are the best locations to install charging points determined?

As part of the initial feasibility study which is a basis to our strategy for introducing charging points, work was undertaken to assess the availability of electrical power that could be supplied in specific locations in Gwynedd.

In addition, there was a need to look at the demand for the service in the area, and land ownership in the particular locations. To ensure a simpler process and to avoid complex contracts with third-party landowners, only sites that are specifically owned by Cyngor Gwynedd were assessed.

3.3 What work is being done to put pressure on Scottish Power to ensure that sufficient infrastructure is available to power the charging points? Can you confirm the latest situation in terms of the Scottish Power timeline?

Since the last meeting, our work relationship with SP Network has improved and we are seeing more progress in the number of sites connected to the national grid. However, there is work to be done to ensure that things continue to develop.

Since we last reported, we have received electrical supply to sites in Blaenau Ffestiniog, Caernarfon and Bangor, and we have been working closely with SP Network to upgrade the charging site in Abermaw.

There is still more work to be achieved to ensure that sites in Dolgellau, Llanberis and Ffordd Caerdydd, Pwllheli also receive attention.

3.4 Is there certainty that there will be no need to purchase new charging points to replace the chargers that have been installed by the time the dedicated infrastructure becomes available to power the charging points?

It is not a problem that we have encountered at other locations where the points have been installed for a long time before being connected to the network.

However, the following risk was identified at the start of the project, and we have therefore purchased more chargers in case the problem arises in some locations.

Purchasing more chargers than necessary also allows us to reduce the risk of not being able to maintain a charging service should a charger that is currently operational break or be damaged/vandalised.

3.5 Will the Council/Scottish Power pay compensation to any company impacted when electricity is switched off temporarily to be able to connect the charging points to the grid?

The Council has no legal requirement to offer a charging service, and therefore there is no commitment that would mean a duty or an expectation to pay any compensation. Arrangements to connect to the grid are subject to the usual protocols that impact or disrupt electric provision to dwellings.

3.6 There are no plans to install rapid charging points in tourist hotspots in the County (namely Llŷn). Is there any intention to install rapid charging points in these areas to encourage visitors to use them?

This year, we are working on introducing more rapid chargers in Caernarfon, Bangor and Abermaw.

We have also submitted a bid for funding to provide rapid charging points in Pwllheli.

4. Summary of the Key Matters

4.1 The following report offers a further update on the Cyngor Gwynedd plan to provide charging opportunities to the public in public car parks that are under the Council's management.

4.2 There will be a need to consider the way forward and any further action in the field as this specific project is being completed.

4.3 The Gwynedd Electric Vehicles Infrastructure Strategy, which is currently being developed, as well as the experience of the progress to date will clearly have an influence on this.

4.4 It is anticipated that the Strategy will go through the appropriate internal processes with the aim of being adopted during the coming months.

4.5 There is an expectation for every Local Authority in Wales to develop and present such a strategy, which will reflect factors and local dynamics that are unique to every area.

5. Background

5.1 Providing a network of electric vehicles charging points for Gwynedd residents is one of the action steps included in the Climate and Nature Emergency Plan 2022/23 – 2029/30.

- 5.2 The aim of the plan is to encourage sustainable travel in the county and facilitate the use of electric vehicles for local residents and visitors to the county to travel to all parts of Gwynedd.
- 5.3 The Council is developing a network of over a hundred charging points for electric vehicles across Gwynedd. The timeframe for the charging points to become operational varies and **Appendix A** shows the current situation.
- 5.4 The programme for installing charging points for public use contributes towards the Council's aim to reach a target of net zero by 2030. This is also the date the UK Government has set to end the sale of new petrol and diesel vehicles.
- 5.5 There is no doubt that this far-reaching change highlights the need to move towards de-carbonising the transport sector over the next few years.
- 5.6 Ensuring that there is a suitable provision of charging points that will meet the needs of the residents of Gwynedd and people who visit our communities is essential in order to realise this. However, it is important to note that the change is a significant one, not seen for generations in the transport sector.
- 5.7 At the moment, there is a gap in the private provision of vehicle charging points in Gwynedd, and this reflects the situation in several rural areas throughout the country as providing the service is not economically viable for the private sector at present.
- 5.8 The work of providing charging points on Council sites is therefore an attempt to fill this gap, ensuring that there is suitable provision for the people of Gwynedd and those who travel through the county or visit for a while.
- 5.9 It is clear that the number of electric cars across the United Kingdom is now increasing substantially.
- 5.10 **Appendix B** shows the Types of Public Charging Points currently available in the United Kingdom.
- 5.11 Zapmap shows where the charging points are across the United Kingdom and some other relevant information.
[Map of electric charging points for electric cars UK: Zapmap](#)
- 5.12 Information regarding the charging facilities for the public that Cyngor Gwynedd provides can be seen in: [Electric car charging points](#)
- 5.13 A selection of photos of Gwynedd Public Charging Points have been included in **Appendix C**.

6. Context

6.1 The link with the Council Plan 2023-28

Encouraging, promoting and facilitating environmentally sustainable methods achieve the Green Gwynedd ambition of the Council Plan 2023-28. Providing a network of charging points is also a priority in the Council's Climate and Nature Emergency Plan, which is a priority in the Council Plan.

6.2 Ffordd Gwynedd Considerations

Providing charging facilities in public spaces ensure that there are opportunities for Gwynedd residents who do not have availability or access to their own charging points to charge and use electric vehicles.

6.3 The legislative context

Whilst there is no legislative requirement for local authorities to provide public charging facilities, providing them supports various ambitions and strategic aspirations on several levels.

6.4 Possible options for the future

Options for the future will be partially considered as part of the Gwynedd Electric Vehicles Infrastructure Strategy which is under development.

The Strategy will give consideration to charging provision which will include private/personal points, as well as some which will be available for the public and off-street.

6.5 Risks – what are the risks and what can be done to mitigate them

It is a dynamic and unpredictable field. Developments in technology are ongoing and the interest in, and the use of electric vehicles specifically are increasing as communities move from petrol and diesel vehicles.

The work of providing the public charging points thus far has been carried out within current resources. This has influenced the resource and capacity that has been available to implement the plan. This will be a consideration and a possible risk when moving forward because, without an additional or dedicated resource, the work will complete with other priorities and work. Consideration to the model of provision will be a possible way of mitigating risks and expectations of the Council in terms of the provision.

The Council uses the expertise of the street lighting service to install the chargers but it is dependent on external specialist providers to ensure that the charging points are connected and ready for the public to use. There has been some delay in some locations to connect the chargers to the supply and receive the relevant certificate to confirm that the charger can be used by the public.

Work is proceeding to provide the network of charging points and Council officers are discussing with providers to try to ensure that the chargers are operational as soon as possible. As the situation varies at different sites, the time-frame for the chargers to be operational differs and is not full within the Council's control.

There is work involved to install an electricity supply and meter, secure an electrical certificate and the necessary commissioning work before all the chargers installed are operational. Work continues with the suppliers to ensure that all sites are operational as soon as possible. However, once again, as this work depends on others, it is not fully within the Council's control and therefore presents a risk.

6.6 The financial situation of the field, estimated cost of implementing any changes, funding sources etc.

Grants and funding from the Council's coffers have supported this plan thus far. The new Strategy will be key to setting the framework for the provision, and arrangements underpinning that which includes from a financial perspective, that the Council wishes to adopt.

Fuel prices are very volatile and it is impossible to project what will be the climate and costs associated with electric provision in the medium to long term.

6.7 Good practice in the field

As there are unique characteristics relevant to Gwynedd, good practice from different perspectives and from other locations can be considered, and then tailored to this aspect.

Good practice has been identified, influences and has been included in the Strategy.

6.8 Regional and National Developments

Work is progressing to consider how facilities can be provided on the street, whether for local residents to charge from their homes and/or that charging points form part of the highway and are available for public use. There are several considerations and challenges associated with this and we will be live to developments that include feedback from pilot schemes that will take place.

6.9 Performance data

Data is gathered on an ongoing basis in terms of the use of the charging points as noted above (2.4), the costs and income associated with the provision. In 2024/25, it is projected that a net income of approximately £30,000 will derive from the plan.

6.10 What has been achieved

What has been achieved has already been referred to in the report and a summary of this can be seen in **Appendix A**.

6.11 Priorities for the future

The Strategy will identify the priorities and what is most relevant and likely to meet the expectations and demand in an area such as Gwynedd.

7. Consultation

7.1 The Council carried out an engagement exercise in order to receive observations from residents about locations where they would like to see charging points being introduced for public use.

8. The Well-being of Future Generations (Wales) Act 2015

8.1 Have you included residents / service users? If not, when and how do you intend to consult with them?

The Council carried out an engagement exercise to receive observations from residents about locations where they would like to see charging points being introduced for public use.

We are receive feedback from the public regarding the field of work and look to respond positively to this.

8.2 Have you considered joint-working?

We have worked with the Welsh Government and Transport for Wales to deliver the provision. This will be an ongoing factor with developments in this field, as there is not one body completely responsible for and/or leading on it.

It is very likely that more and more local residents will be introducing charging points in their homes, work locations and other centres such as shops will also offer provision as the demand and expectation grows.

Transport for Wales is working with and supporting the development of the Electric Vehicles Infrastructure Strategy.

8.3 What has been done or will be done to prevent problems arising or worsening in the future?

Implementing the plan will ensure some level of provision in areas where the private sector or third sector will currently not. The likelihood is that the landscape will change over the next few years.

8.4 How have you considered the long term and what will be people's needs in years to come?

As society in general moves from diesel and petrol vehicles, people's needs for availability and access to charging points will increase. It is currently unclear what will be the profile and/or demand for this and the role of local authorities in realising this, if at all.

8.5 To ensure integration, have you considered the possible impact on other public bodies?

Ensuring charging opportunities for residents and visitors will be subject to ongoing collaboration with public bodies, but also with the private sector and third sector. The intention will be to avoid duplication but offer charging opportunities geographically across Gwynedd.

9. Next steps

9.1 Continue with the programme to introduce charging points that have been agreed as part of this specific plan outlined in **Appendix A**.

9.2 That the Council considers and then adopts the Electric Vehicles Infrastructure Strategy and that this steers and guides the Council's approach to this particular field for the future. This will include considering the provision models and the resource to manage and realise the strategy.

10. Conclusion

10.1 The report is submitted to the Communities Scrutiny Committee as an update on the work that has been achieved thus far in developing a charging points network and what is planned over the next period.

11. Appendices

Appendix A Cyngor Gwynedd public charging locations

Appendix B Types of Charging Points

Appendix C Gwynedd Public Charging Points

Appendix A
Cyngor Gwynedd public charging locations

Locations		Is the site live?	7kW	22kW	50kW	150kW	Comments
Intec, Parc Menai	Bangor	Yes	4				
Arfon Leisure Centre	Caernarfon	Yes	2	1	1		
Dwyfor Leisure Centre	Pwllheli	Yes	4	0	0		
Penmount Car Park	Pwllheli	Yes	4	0	0		
Penllyn Leisure Centre	Bala	Yes	4	0	0		
Glan Wnion Leisure Centre	Dolgellau	Yes	4	0	0		
Bro Dysynni Leisure Centre	Tywyn	Yes	4	0	0		
Main Car Park, Aberdyfi	Aberdyfi	Yes	4	0	0		
Bron-y-Graig Uchaf	Harlech	Yes	4	0	0		
Plas Ffrancon Leisure Centre	Bethesda	Yes	0	1	1	0	
Transport for Wales Site							
Iard yr Orsaf	Porthmadog	Yes		2	2		
Y Marian, Dolgellau	Dolgellau	Yes		2	2		
The Green	Y Bala	Yes		1	1		
Diffwys	Blaenau Ffestiniog	Yes		2	2		
	Total		34	9	9	0	52

2025 Work Programme List





Proposed locations	Location	Is the site live?	7kW	22kW	50kW	150kW	Comments
Shell Site Car Park	Caernarfon	No	6	3	3	0	Site connected to the grid, waiting for electrical connection work.
Diffwys Car Park	Blaenau Ffestiniog	No	4	0	0	0	Need a test certificate.
Kyffin Square Car Park	Bangor	No	0	2	2	0	Waiting for a meter and a test certificate.
Main Car Park, Abermaw	Abermaw	No	4	2	2	0	Expecting the electric infrastructure to be upgraded in the leisure centre.
	Total		14	7	7	0	28

Other locations (finance to be confirmed)

Proposed locations	Location	Is the site live?	7kW	22kW	50kW	150kW	Comments
Y Marian Car Park	Dolgellau		4	0	0	0	Charging points in place, waiting for electrical connection
Bangor Swimming Pool Car-park	Bangor	No	4	0	1	0	-
Plas Silyn Leisure Centre	Penygroes		0	1	1	0	Charging point has been installed, waiting for funding for the power connection
Glaslyn Leisure Centre	Porthmadog	No	4	0	0	0	Power being used to connect electric bus

							vehicles, need to assess other sites in Porthmadog
Ger-y-Llyn Car Park	Llanberis		4	0	0	0	Unable to enter the site to complete the work of connecting the chargers due to National Grid upgrade works
Ffordd Caerdydd Car Park	Pwllheli	No	6	0	0	2	Expecting a new sub-station to be built
Dinas Dinlle Car Park	Dinas Dinlle	No	4	0	0	0	
	Total		26	1	2	2	31

Appendix B
Types of Charging Points

Type	Power	Charging Time 250 miles
<p>Slow</p> 	<p>3.6kW</p>	<p>Up to 24 hours</p>
<p>Fast</p> 	<p>7-22kW</p>	<p>4-8 hours</p>
<p>Rapid</p> 	<p>50-120kW</p>	<p>1-2 hours</p>
<p>Ultra Rapid</p> 	<p>100-350kW</p>	<p>20-40 minutes</p>

Appendix C Public Charging Points Gwynedd



