RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CLIMATE CHANGE CABINET STEERING GROUP

14 JUNE 2021

UPDATE REPORT ON ELECTRIC VEHICLE CHARGING -STRATEGY & IMPLEMENTATION

REPORT OF THE DIRECTOR OF CORPORATE ESTATES IN DISCUSSION WITH THE CABINET'S CLIMATE CHANGE CHAMPION (COUNCILLOR RHYS LEWIS) AND THE CABINET MEMBER FOR CORPORATE SERVICES.

Author: Anthony Roberts, Head of Energy & Carbon Reduction.

1. PURPOSE OF THE REPORT

1.1 The purpose of the report is to provide an update to the Climate Change Cabinet Steering Group with regards to the work underway on developing a Council Strategy for Electric Vehicle (EV) Charging and how it relates to the wider RCT Council Net Zero and Carbon Reduction commitments.

2. RECOMMENDATIONS

It is recommended that the Cabinet Steering Group;

2.1 Note the contents of this Electric Vehicle Charging Strategy update report as part of the ongoing work of the Climate Change Cabinet Steering Group.

2.2 Receive further reports in 2021 providing further update on progress.

3. REASONS FOR RECOMMENDATIONS

3.1 The contents of this report provide background information and an update on the progress so far and the development of the Council's Strategy and Implementation Plan for Electric Vehicle Charging.

4. BACKGROUND AND UPDATE

4.1 In April 2021 the Electric Vehicle Charging and Transportation Working Group was set up, comprising officers from across all Service Groups, under the leadership of the Corporate Estates Energy and Carbon Reduction Team. This group has now had its first two meetings on 23 April and 18 May.

4.2 The initial task of the group is to research, map our way towards and produce two crucial pieces of work, deemed fundamental to the development of an electric vehicle charging infrastructure within the County Borough.

4.3 The first crucial element is the development of a Strategy to cover the future of Electric Vehicle Charging. This will lay out the aspirations of the Council and set the scene for future development of EV Charging that is under our remit.

4.4 Once the Strategy is completed the group will then move on to development of an Implementation Plan to give a clear road map for all on how to proceed, who to speak to and how proposed works will be planned and implemented.

4.5 At the inaugural meeting, the group were presented with an overview laying out a position statement relating to the current EV Charging infrastructure across RCT, in order to set a baseline from which to move forward. The position statement provided an overview of the current situation in RCT relating to EV Charging infrastructure. The document also highlighted potential funding opportunities and listed procurement frameworks. It also highlighted the research undertaken in the background prior to the meeting and set the scene for the group's work.

4.6 The group were presented with an outline timeline, in the form of a Gantt-chart containing milestones. This laid out the steps necessary to achieve the aims of the group, for both pieces of work.

4.7 The development of the strategy will run in parallel with consultation process allowing time to incorporate the results of the consultation process into the strategy itself.

4.8 The Corporate Policy Team set up a Website to undertake public consultation to support the work of the group, and to receive and collate feedback from members, the general-public and staff. The preliminary report has now been made available and is appended to this update report at Appendix 1.

4.9 As a brief overview, the consultation was conducted in-house using the Council's new consultation and engagement website, Let's Talk RCT. The consultation started on the 19th April and the report data was

extracted on 31st May 2021. In total 325 online survey responses were received, together with 122 poll responses. Also, some 222 places were identified as potential electric car charging points within RCT, via the embedded web tool. It was also uncovered that 80% of respondents to the survey currently own 2 vehicles or less, whilst 55% of respondents have access to their own private off-street parking and 42% only have on-street parking. However, at present, 83% of respondents do not currently own an electric vehicle, nor have one associated with their household.

4.10 An update was also provided to the group relating to EVC matters under the remit of the Cardiff Capital Region's (CCR) City Deal, for which there are several elements. These relate firstly to EV Taxis and the infrastructure to support them, and then secondly to an infrastructure to support EV Charging for the general public within our car parks.

4.11 During the 2020/21 fy, 70 taxis have been purchased across CCR, of which RCT have been allocated 5, and a management company will be appointed by CCR which will inform on how Councils should use these vehicles.

4.12 The CCR are already installing taxi charging points across RCT, with the first having already been installed at Porth Park & Ride and Duke Street carpark, Aberdare. There are plans to install further facilities at Milford carpark, Pontypridd, Talbot Road carpark, Talbot Green in the coming months, with others to follow later in the year.

4.13 The CCR proposal is that 22kw charging points will be installed, during the 2021/22 fy, across 32 sites, mostly within public car parks, but facilities will also be installed at some at leisure centres. A comparison of the feedback received from the public consultation exercise will help inform the final list of locations for EV charging points.

4.14 The group was informed that RCT are looking to take a loose approach to enforcement and no formal Traffic Regulation Orders will be enforced for these bays, during the initial stages of use.

4.15 The group are due to meet again on 15 June and the results of the Consultation Process will be presented to the group for consideration at that time.

5. EQUALITY AND DIVERSITY IMPLICATIONS / SOCIO-ECONOMIC DUTY

5.1 An Equality Impact Assessment is not required with regard to this update report.

6. WELSH LANGUAGE IMPLICATIONS

6.1 There are no immediate Welsh Language Assessment requirements with regards to this update report.

7. CONSULTATION / INVOLVEMENT

7.1 There are no consultation requirements at present with regards to this report.

8. FINANCIAL IMPLICATION(S)

8.1 There are no financial implications with regards to this update report.

9. LEGAL IMPLICATIONS *OR* LEGISLATION CONSIDERED

9.1 There are no legal implications aligned to this report

10. LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.

10.1 The future actions that arise as a result of the future recommendations of the Climate Change Cabinet Steering Group report will be considered by the Council's Cabinet and it will take full regard to the seven national wellbeing goals.

11. CONCLUSION

11.1 This report provides an update to the Climate Change Cabinet Steering Group with regards to the work underway on developing a Council Strategy for Electric Vehicle Charging and how it relates to the wider RCT Council Net Zero and Carbon Reduction commitments.

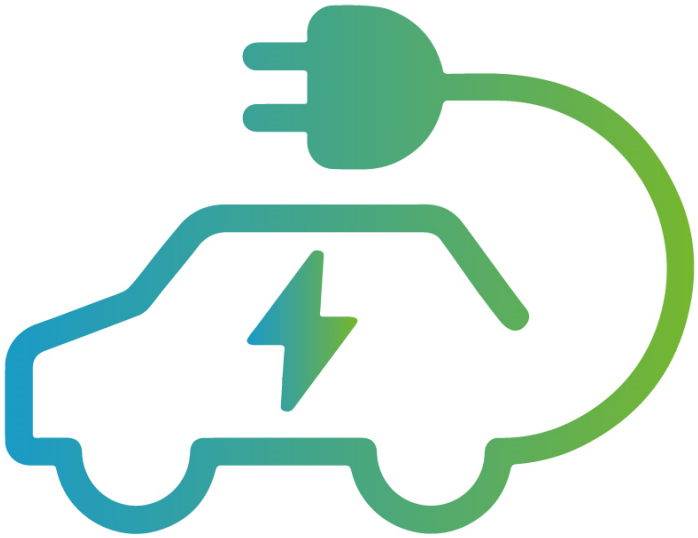
Contact Officers: **Anthony Roberts 01443 281146**

Appendix 1

Let’s Talk EV – Final Report June 2021 (comprising 4 parts).

Dewch i siarad RhCT
Let's talk RCT

Electric Vehicle Charging



Consultation on the

Future Development of Electric Vehicle Charging

June 2021

RHONDDA CYNON TAF

CONTENTS

FIGURES

SUMMARY

- This section provides a summary of the main findings from the Let's Talk Electric Vehicle Charging consultation on the future development of electric vehicle charging points across Rhondda Cynon Taf.

- The consultation was conducted in-house using the Council's new consultation and engagement website, Let's Talk RCT. The consultation started on the 19th April and ended on the 31st May 2021.

- In addition to the specific consultation on the future of Electric Vehicle Charging Infrastructure, we have also started to develop **an ongoing Climate Change conversation.** The aim is to work with services and partners to develop appropriate engagement for individual climate change projects based on the detailed action plans that underpin the climate change strategy.

- 325 online survey responses were received.

- 122 poll responses were received.

- 222 places were identified as potential electric car charging points through the pin dropping function on the map.

- 80% of respondents to the survey currently own 2 vehicles or less.

- 55% of respondents have access to their own private off-street parking whilst 42% have access to on street parking only.

- 83% of respondents or someone in their household do not currently own an electric vehicle.

- 56% of those who do not currently own an electric vehicle said they are ‘very likely’ or ‘likely’ to consider purchasing one.

- 57% of these respondents said they would intend to purchase an electric vehicle within the next 3 years.

- Of those that said they were ‘unlikely’ or ‘very unlikely’ to consider purchasing, the most common reasons were the financial costs of purchasing and charging a vehicle along with a lack of suitable charging facilities either at home or near to their residential area.

- Of the respondents who currently own an electric vehicle, or have someone in their household who owns one, 68% currently use a home charging point.

- 33% of current electric vehicle owners said they charge their vehicle 1-2 times a week.

- 95% of all respondents ‘strongly agree’ or ‘agree’ with the statement that a lack of accessible charging points is a barrier to buying an electric vehicle.

- 38% of respondents said the installation of a public electric vehicle charging points near their residential area would ‘definitely’ increase the likelihood of them owning an electric vehicle.

- Of these respondents, the main themes that emerged in the comments included:

    - Confidence in their ability to charge across the borough
    - Confidence in using a rapid charge compared to a slower one at home
    - Overcomes barrier of not having the ability to charge at home

- 36% of respondents said the installation of public charging points would ‘possibly’ or ‘maybe’ increase the likelihood of them purchasing an electric vehicle.

- Of these respondents, the main themes that emerged in their comments included:
    - Secure location
    - Convenient and easy to use
    - Affordable costs to charge

- 26% of respondents said the installation of public charging points would ‘not likely’ or ‘not at all’ increase the likelihood of owning an electric vehicle.

- The comments from these respondents contained the following themes:
    - Prefer to charge at home

  - Costs are too high for vehicles
  - Already own an electric vehicle

- When asked how far they were willing to travel to use a charge point on a regular basis, 34% said 'outside my home', 22% said 'In my street' and 21% said 'Under 5 minute walk.'

- 36% of respondents said they would be happy to charge a vehicle in a remote hub / location. 38% of respondents said they would not be happy to do so.

- Of those that said, 'yes' the main reasons can be summarised as follows:
  - As long as site was secure
  - Providing site was near to amenities to use whilst charging

- Of those that said 'no' the main reasons for their answer can be summarised as follows:
  - Personal safety concerns using a remote location
  - Concerns about security of vehicle at location

- 77% of respondents said they think a 25% premium is an acceptable charge for a publicly accessible point compared to home costs.

- Overall, over 300 people took part in the engagement via the consultation survey, with 421 people engaged directly in the engagement on the Let's Talk Electric Vehicle engagement tool. 525 people were informed (viewed documents and multiple pages) and 1,184 were aware of the project (visited the site).

1. INTRODUCTION

1.1 This report presents the findings of the Let's Talk Electric Vehicle Charging consultation on the future development of electric vehicle charging points across Rhondda Cynon Taf.

1.2 Section 2 outlines some brief background to the consultation process.

1.3 Section 3 details the methodology.

1.4 Section 4 provides the results of the online questionnaire, ideas tool and quick polls.

2. BACKGROUND

2.1 In January 2020 the Climate Change Cabinet Steering Group received a report on 'Transportation – How Do We Reduce Our Carbon Emissions' which provided an update on the situation regarding carbon emissions and transport and also identified the steps that could be taken to reduce such emissions.

2.2 Within the report it was identified that transport accounts for 14% of Wales' carbon emissions and in order to make the sector more resilient, efficient and low carbon in a cost-effective way the report discussed many topics such as; an integrated metro, active travel enhancements, electric vehicles and the charging infrastructure, home to school transport, land use planning, technology, car parking strategies, congestions charging or workplace car park charging and taxation. Furthermore, in November 2020, the UK Government announced the end of the sale of new petrol and diesel cars by 2030.

2.3 Whilst the use of electric vehicles is increasing year on year we need to assess the future demand for an EV charging infrastructure in RCT. Future projections indicate that approx. 8,000 EV's will be owned by residents in RCT by 2030. Whilst this is a relatively small proportion of the vehicles within RCT, they clearly need to be supported with a suitable charging infrastructure.

2.4 We need to determine the best location and type of charging points across the County Borough. As part of the report presented to the Climate Change Cabinet Steering Group in March 2021 'Electric Vehicle Charging Infrastructure: Driving Change' it outlines that In early 2018, there were 145 Ultra Low Emission Vehicles (ULEV) registered in Rhondda Cynon Taf, compared with 3,275 in Wales and 157,304 in the UK. Across the UK, demand is predicted to rise rapidly with one million ULEVs projected by the early 2020s and as many as nine million by 2030. If realised, and if growth in ULEV ownership continues to rise in RCT at a similar rate to the UK, there could be over 900 ULEVs in RCT by the early 2020s and over 8,000 by 2030.

2.5 Whilst the use of electric vehicles is increasing year on year we need to assess the future demand for an EV charging infrastructure in RCT. Future projections indicate that approx. 8,000 EV's will be owned by residents in RCT by 2030. Whilst this is a relatively small proportion of the vehicles within RCT, they clearly need to be supported with a suitable charging infrastructure.

2.6 As a result of the research above and the Council's development of an EV Charging and Infrastructure Strategy, this consultation was undertaken in order to obtain the views of potential EV users in RCT to help gauge potential take-up now and in the future.

3. METHODOLOGY

Key actions included:

3.1 The use of an online consultation tool called "Let's Talk RCT". The site hosted the key consultation documents. Methods of engagement on the site include an online survey, short polls, the ability to map localised comments and a stories box (where users are invited to provide comment and can attach images or documents)

3.2 The online tools and information were promoted through all social media channels, print media and the Council's corporate website. A number of emails were sent to a range of stakeholders, including, environmental groups, the Council's Citizen's Panel, Older Persons Forums, Councillors, MPs, MSs, community hubs, Welsh language groups and other local Authorities.

3.3 The Council's social media team regularly posted in conjunction with the wider 'Climate Change Strategy' consultation to promote the site and consultation tools available.

3.4 Overall, over 300 people took part in the engagement via the consultation survey, with 421 people engaged directly in the engagement on the Let's Talk Electric Vehicle engagement tool. 525 people were informed (viewed documents and multiple pages) and 1,184 were aware of the project (visited the site).

4 Key Findings

4.1 The following section outlines the results from the questionnaire, which received 325 responses. A selection of comments are provided and the full list of comments will be provided to Cabinet Member and senior officers to assist with decision making.

4.2 Respondents were asked how many cars or vans are currently used by members of their household.

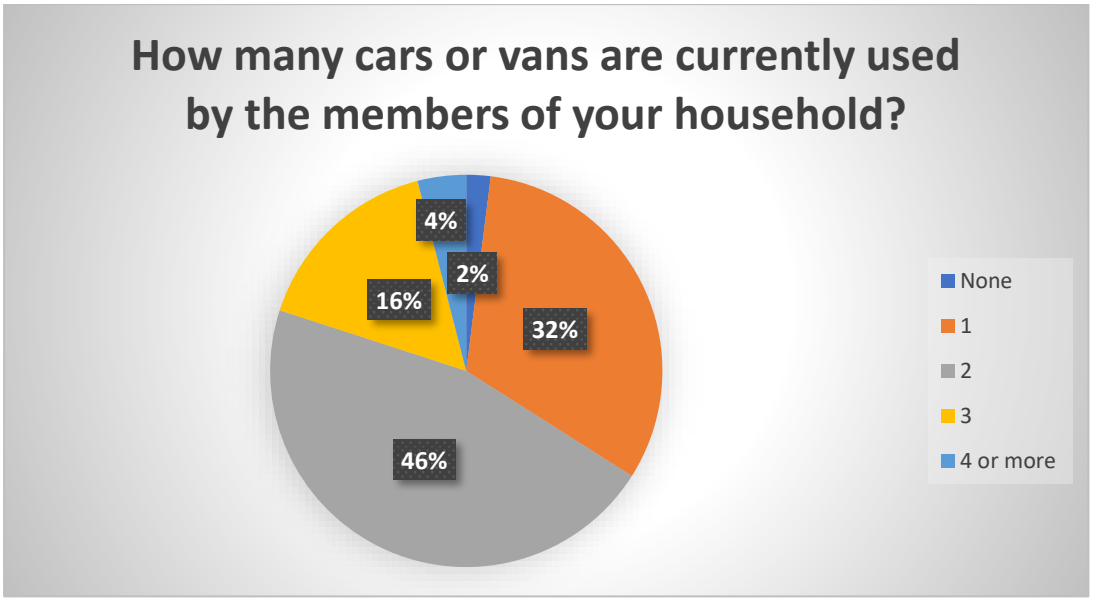


Figure 1 – How many cars or vans are currently used by the members of your household

4.3 The majority of respondents (78%) selected they have either 1 or 2 cars or vans currently.

4.4 Respondents were also asked to identify the type of parking facilities that are currently available within their local residential area.

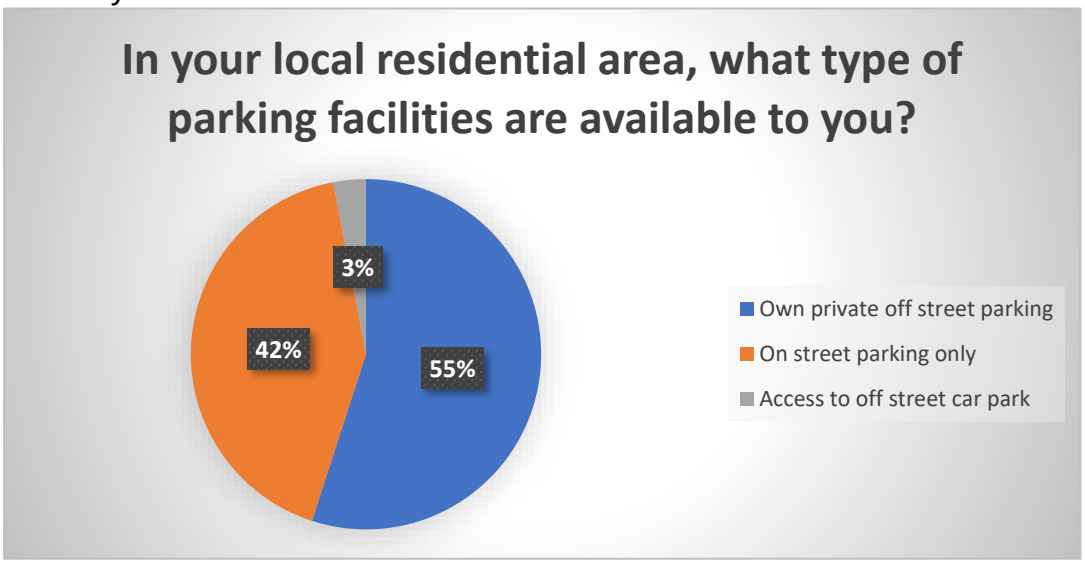


Figure 2 – What type of parking facilities are available to you?

55% of respondents selected that they have access to their own private off-street parking whilst 43% said they only have access to on street parking.

4.5 Respondents were asked whether they or someone in their household currently own an EV. The majority of respondents (84%) said 'no' with the remaining 16% of participants selecting 'yes'.

Of those who said 'no', they were then asked, 'how likely are you to consider purchasing an Electric Vehicle'?

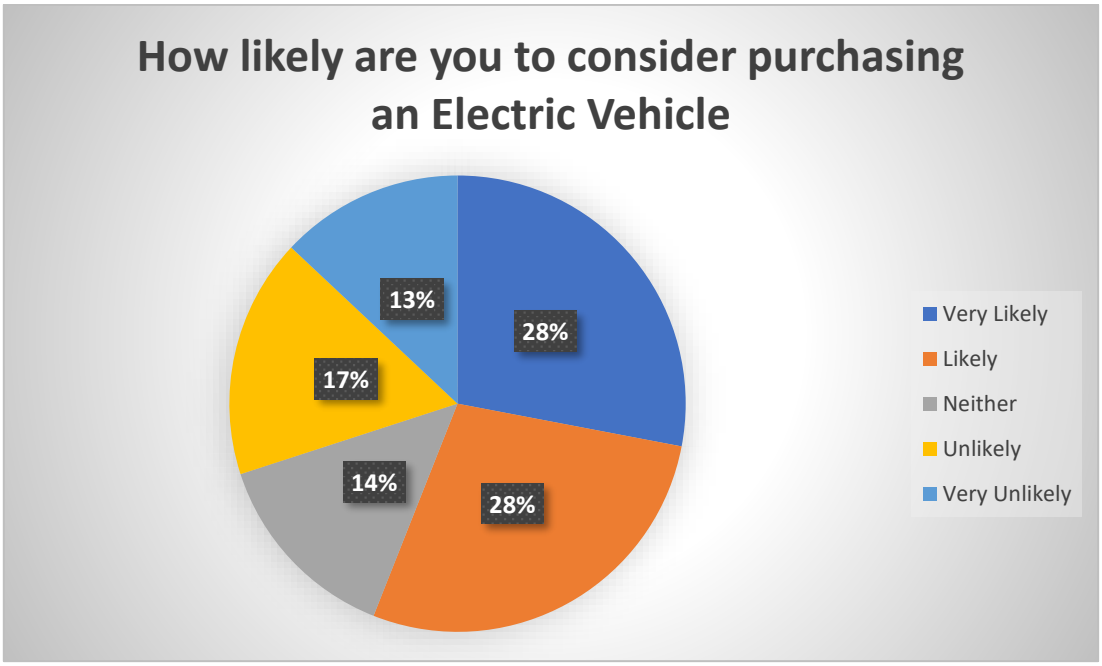


Figure 3 – How likely are you to consider purchasing an EV?

4.6 Over 50% of respondents selected either 'Very likely' or 'likely' that they would consider purchasing an Electric Vehicle.

4.7 Of those that said they would be 'unlikely' or 'very unlikely' to consider purchasing an EV, they were asked to provide any comments for their answer. The common themes that emerged in these comments were the **financial costs** of purchasing and owning an electric vehicle and the **lack of suitable charging points** near to their homes was also felt to be a barrier.

Some comments included:

"The cost of the vehicle."

"They are expensive and only really allow shortish journeys at present and they take too long to charge."

"I can only park on the road by where I live and its highly unlikely I will ever get a space outside my house. How on earth will it be possible to run a cable from my house over a public pavement to charge a car I could never afford."

"No place to charge it, cannot guarantee parking outside the house."

"Live in a terrace as do most of the valleys residents, how are we meant to charge cars at home?"

4.8 Of those who selected they were 'Very Likely' or 'Likely' to purchase an electric vehicle, they were asked to identify when they intend to purchase.

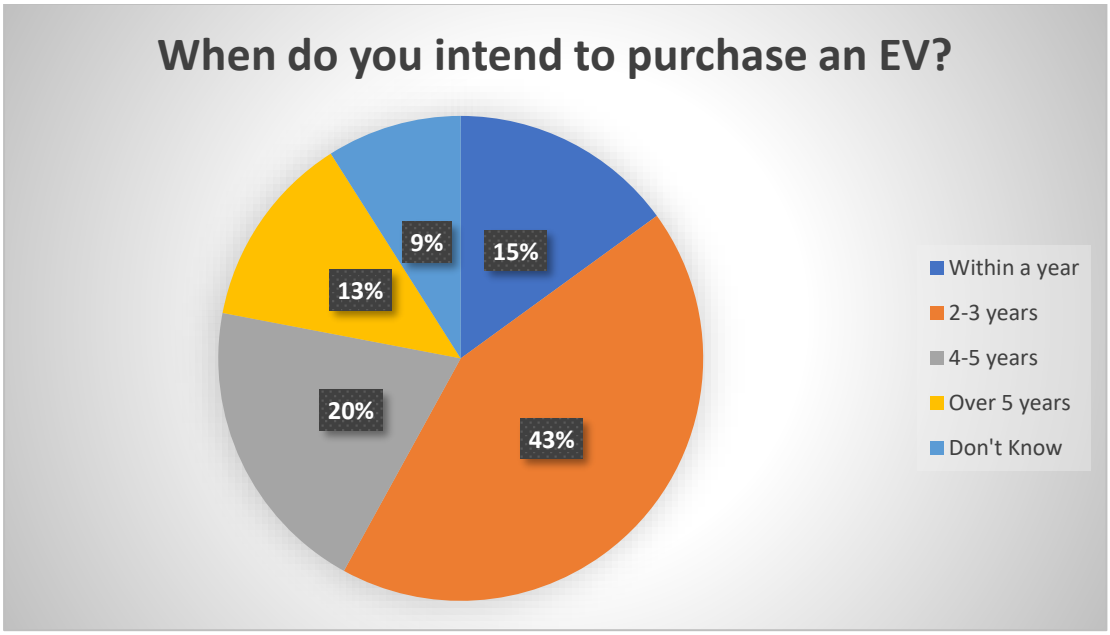


Figure 4 – When do you intend to purchase an EV?

The results show that over half of respondents intend to purchase an electric vehicle within 3 years.

4.9 Respondents who identified they, or someone in their household, currently own an electric vehicle were asked where they currently charge the vehicle.

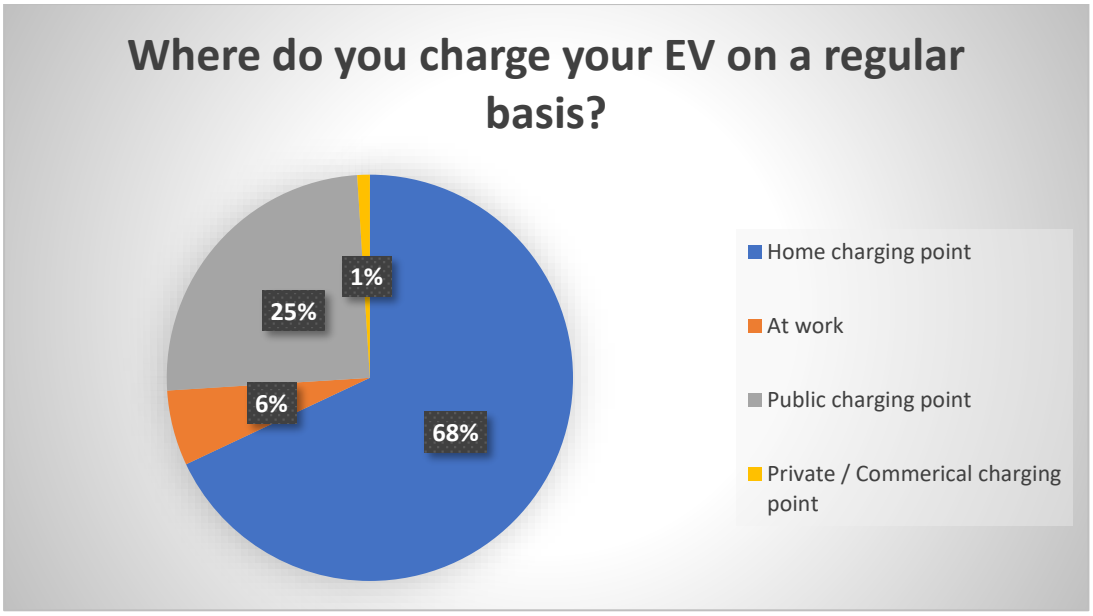


Figure 5 – Where do you charge your EV on a regular basis?

68% of respondents said that they currently use a home charging point to charge their electric vehicle on a regular basis with 25% regularly using a public charging point.

4.10 Current owners of electric vehicles were also asked how often they use a charge point in a usual week. 33% of respondents selected 1-2 times a week with the same number (33%) selecting 3-4 times a week.

4.11 All respondents were asked to what extent they agreed with the following statement, 'A lack of accessible charging points is often quoted as a barrier to buying an electric vehicle.'

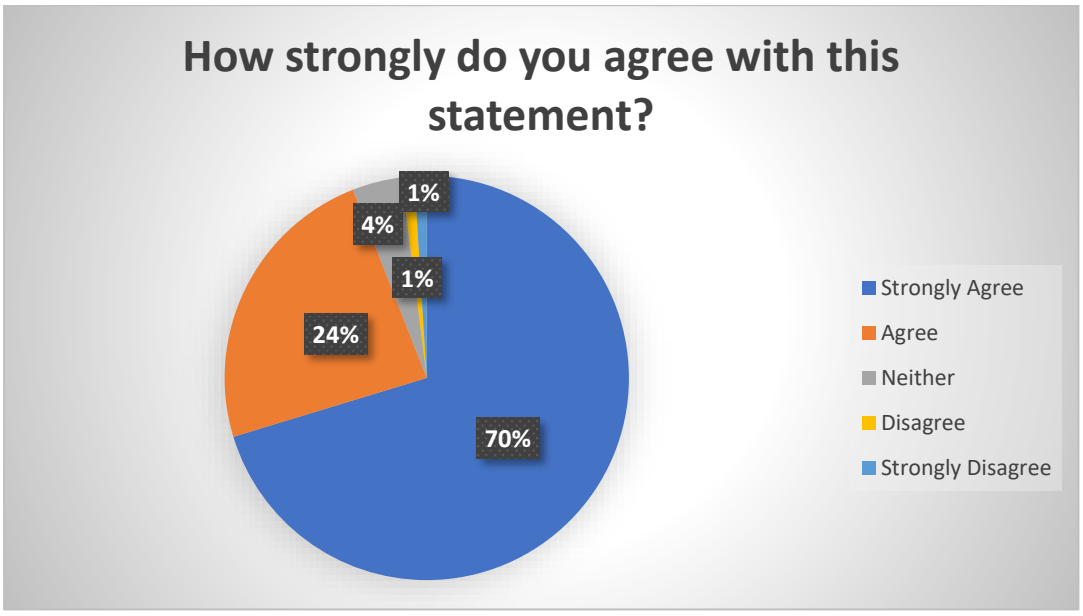


Figure 6- Barrier to buying an EV -Agreement levels

The majority of respondents selected that they either 'Strongly Agree' (70%) or 'Agree' (24%) with this statement.

4.12 Respondents were asked 'Would the installation of a public EV charging point near your residential area increase likelihood of you owning an EV?'. The results show that over half of respondents said either 'Definitely' (38%) or 'Maybe' (22%).

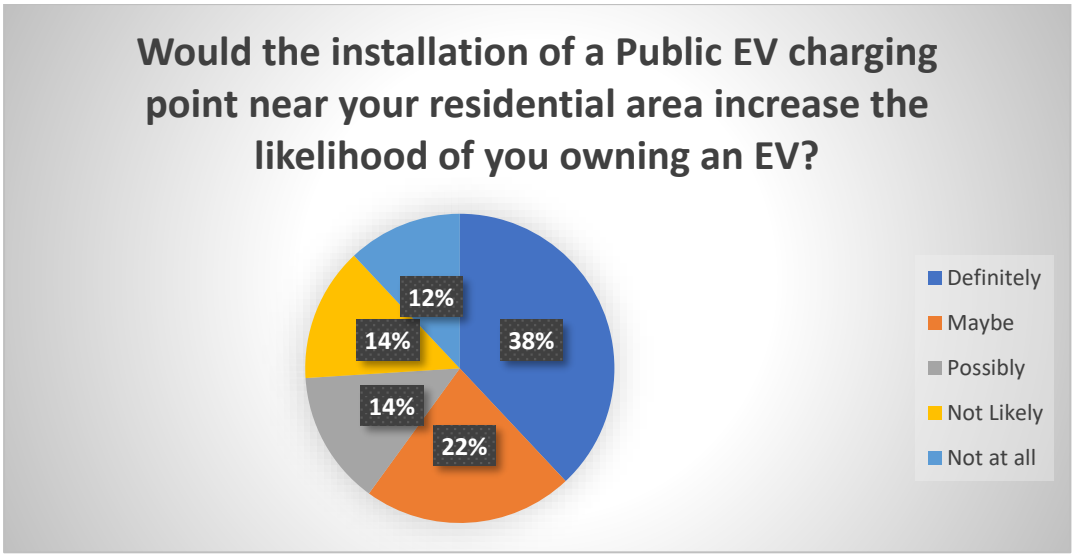


Figure 7 – Publicly accessible charging point increasing likelihood of owning EV.

Respondents were asked to provide comments in relation to their chosen answer.

4.13 Of those that selected 'Definitely' the common themes included respondents indicating that public charging points would help give them confidence in a network readily available for charging and allow them to undertake the journeys required. The convenience of having access to rapid charge points also emerged as a reason. Comments highlighted that home charging can be slower and therefore having access to rapid publicly available charge points would increase the likelihood of purchasing an electric vehicle. Finally, respondents who selected this option commented on the ability to overcome a barrier to not having a suitable place to charge a vehicle at home due to on street parking or terraced houses.

Some Comments include:

<u>Confidence in ability to charge across borough</u>

"Confidence and convenience in ability to easily access EV charge point."

"Currently there are no charging points that I know of locally, therefore that would put me off currently, but if there were convenient charging points locally then of course I would be more inclined to purchase one."

"Without the infrastructure people will not want to adopt EV, people want convenience."

Convenience of a rapid charge. Home charging takes longer

"It allows for more flexibility. I can use my own charging point overnight but if I need a quick charge, a public point is better."

"I currently charge through the 'granny' cable, which takes all night, a public EVCP that was a fast or rapid charger would make charging much more convenient."

"I used to have a plug-in hybrid car and despite having a garage at my terraced property the wiring there wasn't strong enough to support ev charging. This meant running cables to charge on the street which was not particularly practical or safe. A nearby fast charger would have been ideal."

Overcomes barrier of not being able to charge at home

"Without public charging points it is impossible for us to own one as we cannot charge one from our house."

"I can't park outside my home so a local charge point might work."

"People who have no off-road parking need a solution to charge."

"The ability to conveniently and reliably recharge an electric vehicle is essential and at present I do not have this facility at home."

4.14 Of those that selected 'Possibly' or 'Maybe' the main themes emerging in the comments included the requirement for charging points to be easily accessible and in locations that were near to homes and/or work. The cost of charging / owning an electric vehicle also became a theme in the comments.

Location- needs to be accessible and easy to use

"It would depend on how accessible it was, how near my home it was and also how secure it would be."

"Locality of charging point to home/work office would influence the decision to buy an EV. If charging point was accessible daily and within close proximity to my home/work (end of street/office car park) the answer would change to definitely."

"It would need to be readily accessible and reliable before I would commit to buying an EV."

"It would still need to be in a place where I am guaranteed to be able to charge my car when I need to."

Cost – affordable

"It's still the cost to purchase these vehicles as the main barrier."

"I'd be interested to know how a public EV charging point would work and how it would be charged (cost wise) compared to the cost of charging from your home."

"The Price of EV cars are still quite High."

"Depends on location and the cost of the vehicle."

4.15 Of those that selected 'Not likely / Not at all' the comments highlighted a preference to charge at home rather than at a public point. The financial costs involved in purchasing and owning an electric vehicle were also given as a reason. Some respondents who selected this option did so because they already currently own an electric vehicle and/or have access to their own charging point at home and therefore indicated a public charging point would have no implication on their decision to continue using electric vehicles.

Prefer to charge at home

"I need my own charging point at home to guarantee I can charge my vehicle, public points near my home may all be in use and i am left unable to charge. Living in a mid-terrace home as most do in this area means electric cars are not the future."

"I would rather install a charging point at home and use that one."

"I would want a charging point outside my home."

"I would want my own private charger at home."

Cost of cars initially too high

"The cars are too expensive to buy."

"Can't afford a new car. I buy second hand cars....which obviously don't have EV. Plus, I believe this will the case for a high percentage of people in RCT."

"The cars are too expensive, and charging will take longer than filling up with petrol, so I would imagine the charging points will be busy all the time. a massive amount of investment needs to be put in place."

Already own EV / have own charging point

"I have my own driveway so will install a home EV charger."

"As I already own an EV I'm also lucky enough to have a home charger."

"I plan to have my own wall charger."

"I have off street parking so would not need to use a public charge point - others who don't have a driveway would though."

4.16 Respondents were asked to tell us how far they would be willing to travel to use a charge point on a regular basis. 34% of respondents said 'outside my home' and 22% said 'In my street'.

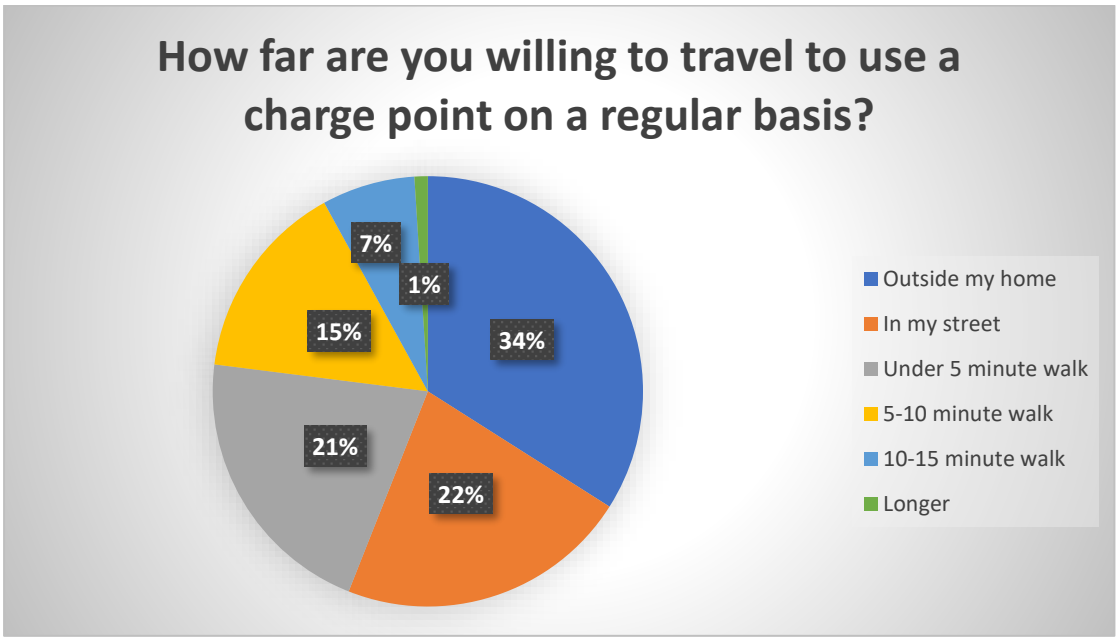


Figure 8 – How far are you willing to travel to use a charge point?

4.17 We also asked respondents whether they would be happy to charge a vehicle at a remote hub / location. The results are largely split with 36% saying 'yes' and 38% saying 'no'.

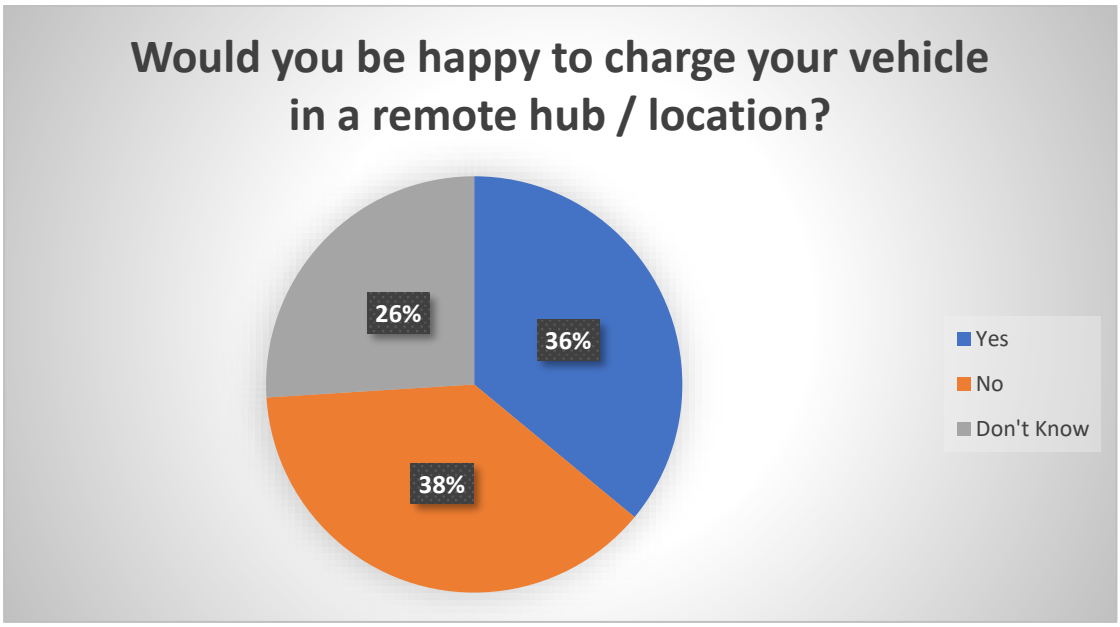


Figure 9 – Would you be happy to charge your vehicle in a remote hub?

4.18 Following this question, respondents were asked to provide further comment as to why they would or would not be happy to charge a vehicle at a remote location.

The following themes emerged in the comments.

Security of location

The personal safety of individuals using the charging points was one of the main themes that emerged. For those that selected 'yes' they would be happy to charge at a remote location, security still remained a high concern and one of the motivating factors for using a publicly accessible charge point.

Some comments included:

"Depending on where it was and if I was comfortable with it I would do it."

"So long as it was adequately secure."

"As long as the site is secure and within a short walking distance to my home."

"If the site was secure and safe, then I would be comfortable leaving my vehicle to charge."

Near to amenities

A second theme that emerged from the comments of those that selected 'yes' showed a preference for the location of chargers to be near to places they may already be travelling to e.g. retail parks and places of work.

Some comments included:

"If there are amenities nearby I can use these while the car charges."

"If it was at my place of work. Otherwise would prefer to charge at home. Reasons are related to convenience and time it would take to charge vehicle."

"If I could charge up the vehicle while in work, this would be useful."

"If en route on a regular journey, or town I shop in."

"If this hub was somewhere near to where I live or was visiting for another purpose such as shopping etc."

Personal safety / Vehicle damage at location

Of those that selected 'No' the main theme that emerged in the comments surrounded the personal safety of users accessing remote charging hubs alongside concerns regarding security of the vehicle whilst at a hub.

Some comments included:

"Possibly an isolated area, so would feel vulnerable when alone."

"Concerns regarding theft, having to wait in the vehicle and personal safety if too remote."

"Safety and inconvenience."

"Risk of being broken into. Also if charging overnight and it was needed getting to the car in the dark to these locations would be an issue."

"Only if the location was secure or had some sort of cctv."

"Car theft, damage to car and no way to get from home to and from that remote location. Consider disabled drivers and their ability to do this."

4.19 Publicly accessible charging points have increased costs compared to the costs to charge an EV at home. For example, the cost at home is around 13p/KWh, 50% more would mean this is 26p/KWh at a public point.

Respondents were asked 'What is the acceptable charge for publicly accessibly point compared to home costs?'. The results show that the majority of respondents (77%) would be prepared to pay a 25% premium to use a publicly accessible point.

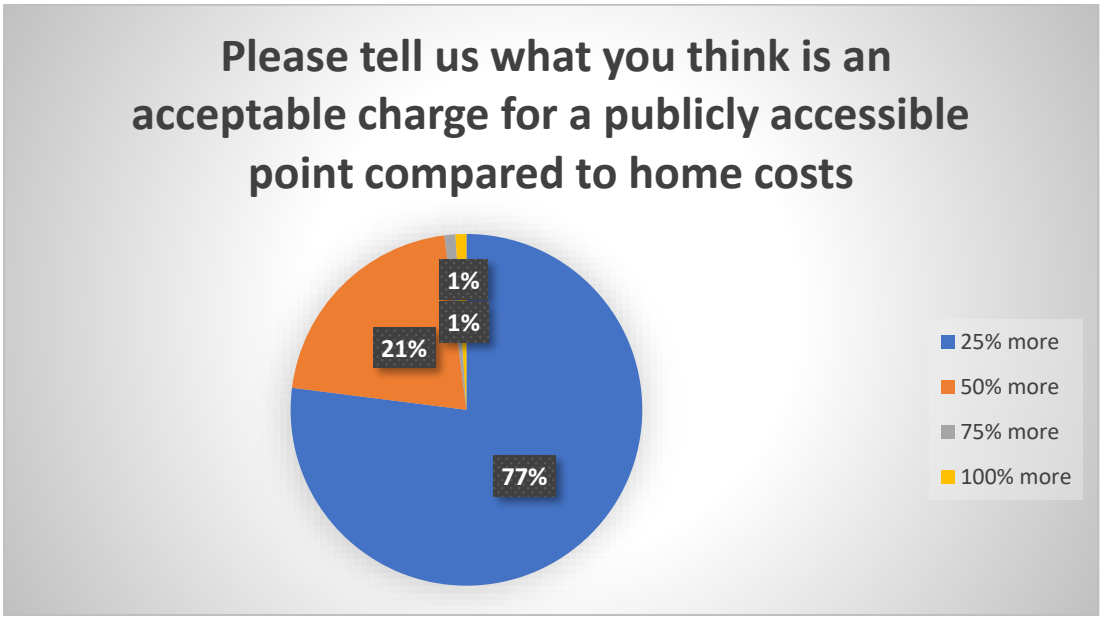


Figure 10 – Acceptable charge for a publicly accessible point

Quick Polls

4.18 2 web polls were set up within the Let's Talk Electric Vehicles project, as shown in figure 11 below;

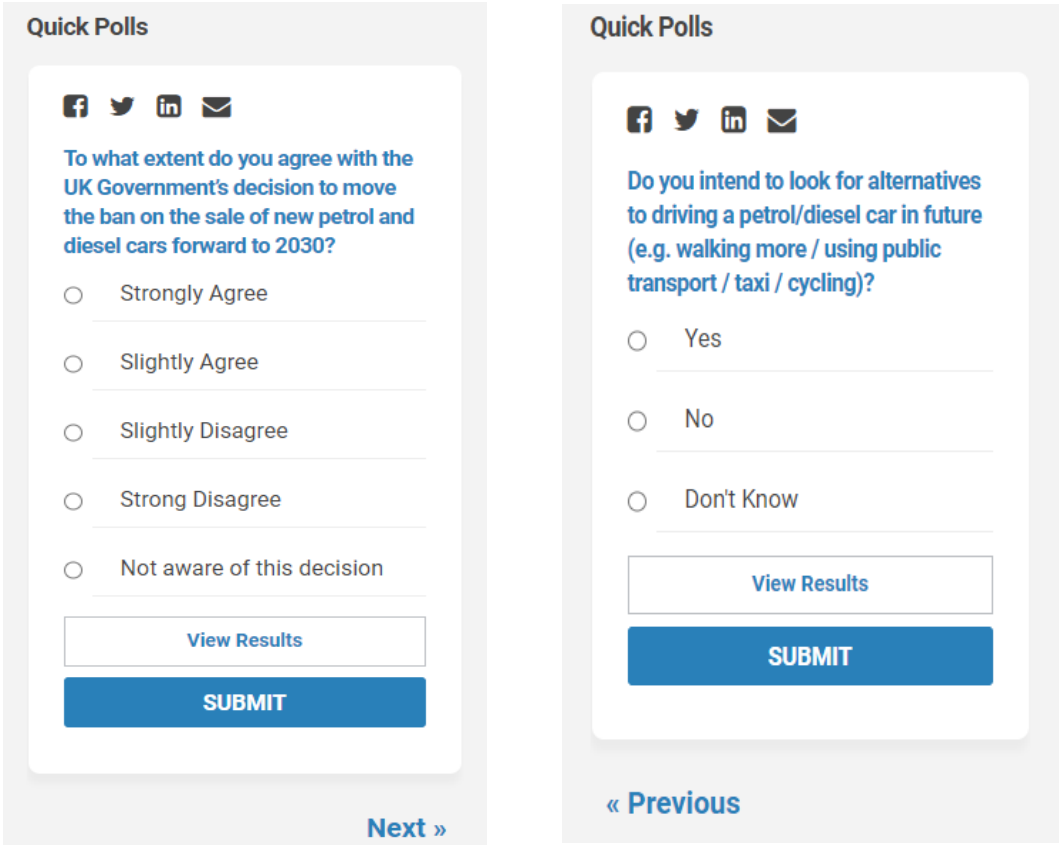


Figure 11 – Quick Polls

4.19 Quick poll 1 asked "To what extent do you agree with the UK Government's decision to move the ban on the sale of new petrol and diesel cars forward to 2030?" 97 people took part in this poll.

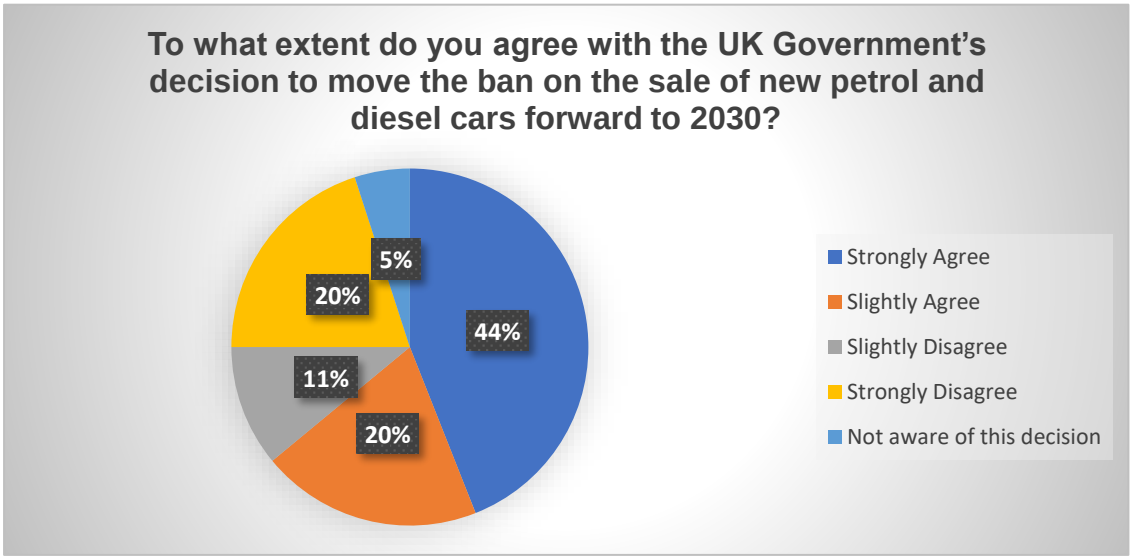


Figure 12 – Agreement with decision to bring forward ban on sale of new petrol /diesel cars.

Over 60% of respondents either strongly agreed or slightly agreed with the decision made by UK Government to bring forward the ban on the sale of new petrol and diesel cars.

4.20 Quick Poll 2 asked "Do you intend to look for alternatives to driving a petrol/diesel car in the future (e.g. walking more / using public transport / taxi / cycling)?" 25 people took part in this poll.

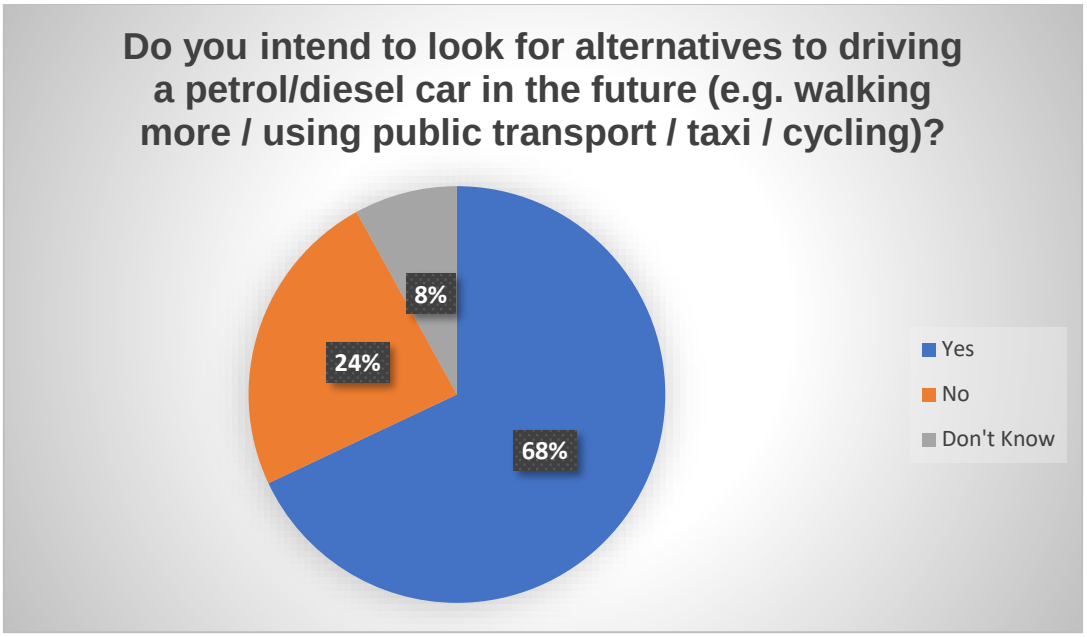


Figure 13 – Intentions to look for alternatives to driving a petrol / diesel car

68% of people said 'yes' they intend to look for alternatives to driving a petrol/diesel car in the future.

Places (Map tool)

4.21 An interactive map was available as part of the Let's Talk site. Users were asked to use the map to navigate around areas in RCT and 'drop pins' in public locations they felt would be suitable for an EV charging point. Users were able to leave comments explaining why they chose that location should they feel necessary.

A total of 222 individual pins were dropped during the course of the consultation. These varied in location across the borough although a high number were concentrated in the Pontypridd / Taf area. As can be seen below, 131 pins were dropped in the area surrounding Pontypridd, Llantrisant, Llanharry and Church Village.

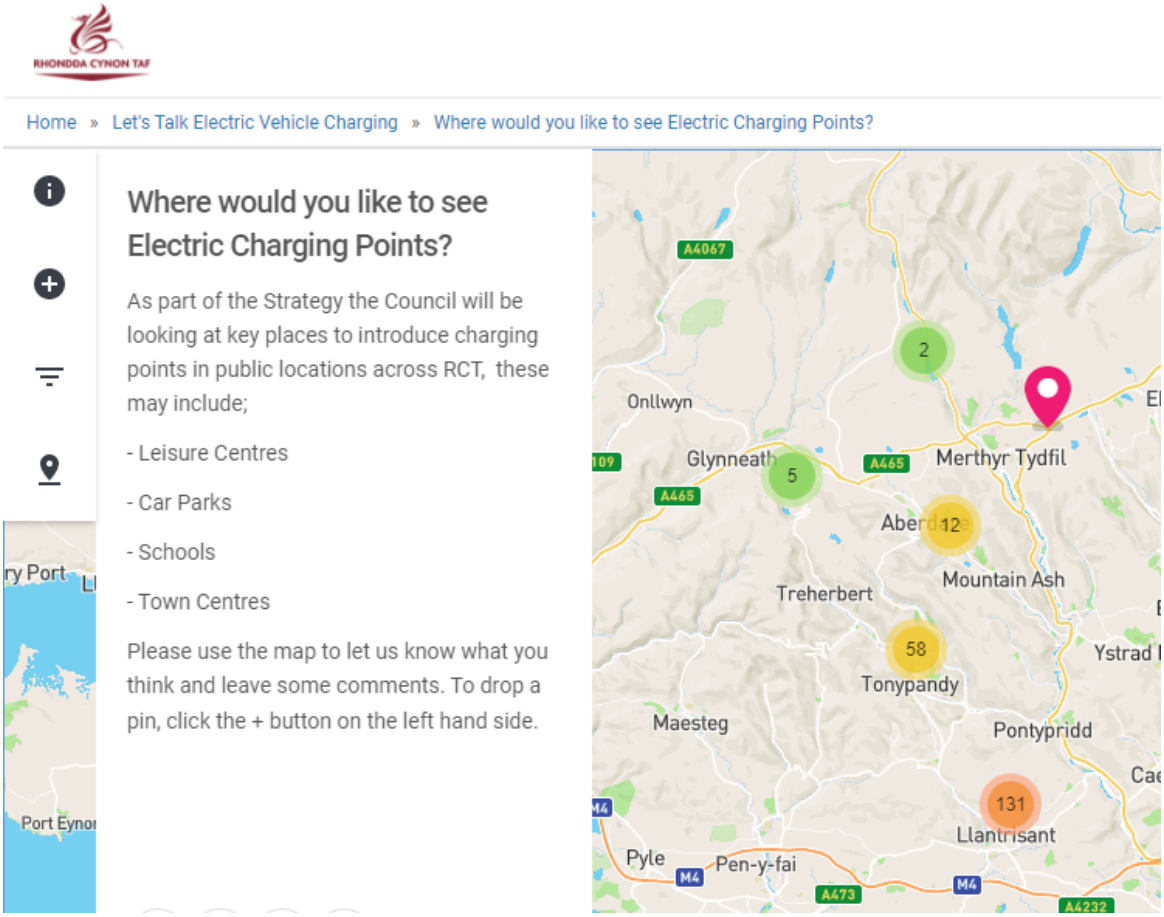


Figure 14 – Map: Where would you like to see electric charging points?

Popular locations selected include retail parks such as Talbot Green and Pontypridd Town Centre with comments indicating charging points here would be utilised whilst shopping / eating out.

Other popular locations were near railway stations and leisure areas used for recreational exercise.

The following maps show locations at a high level for illustrative purposes.

A full list of all locations identified and suggested reasons is attached at Appendix 1.

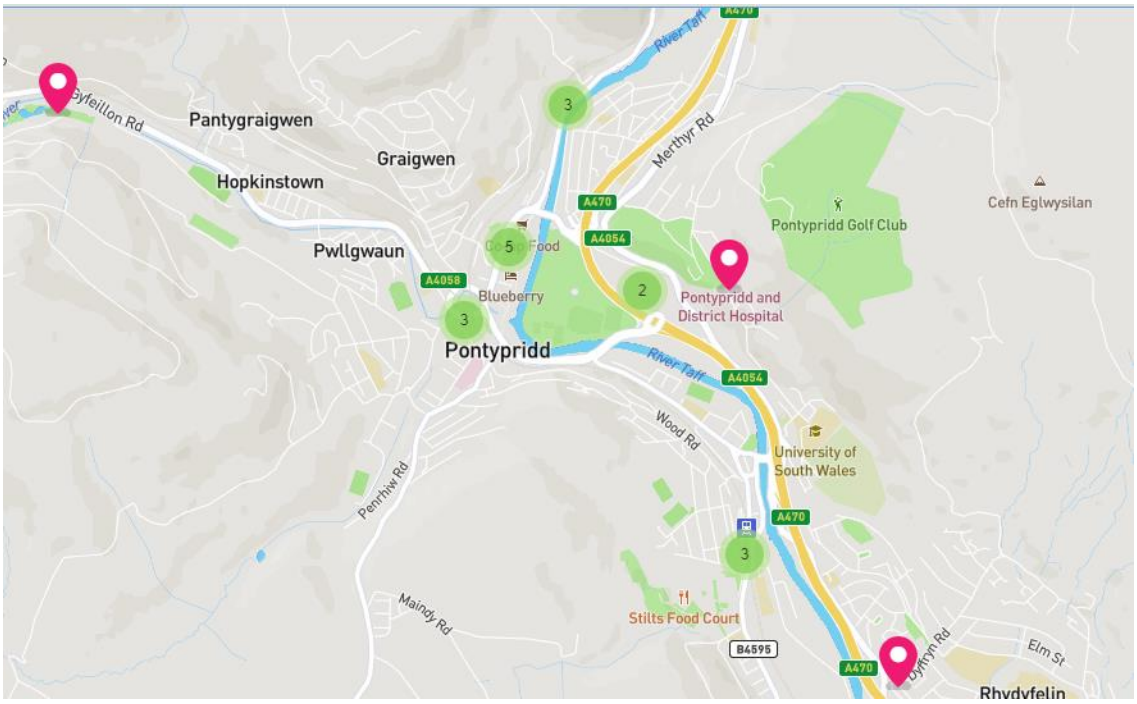


Figure 15 – Locations identified in Pontypridd area

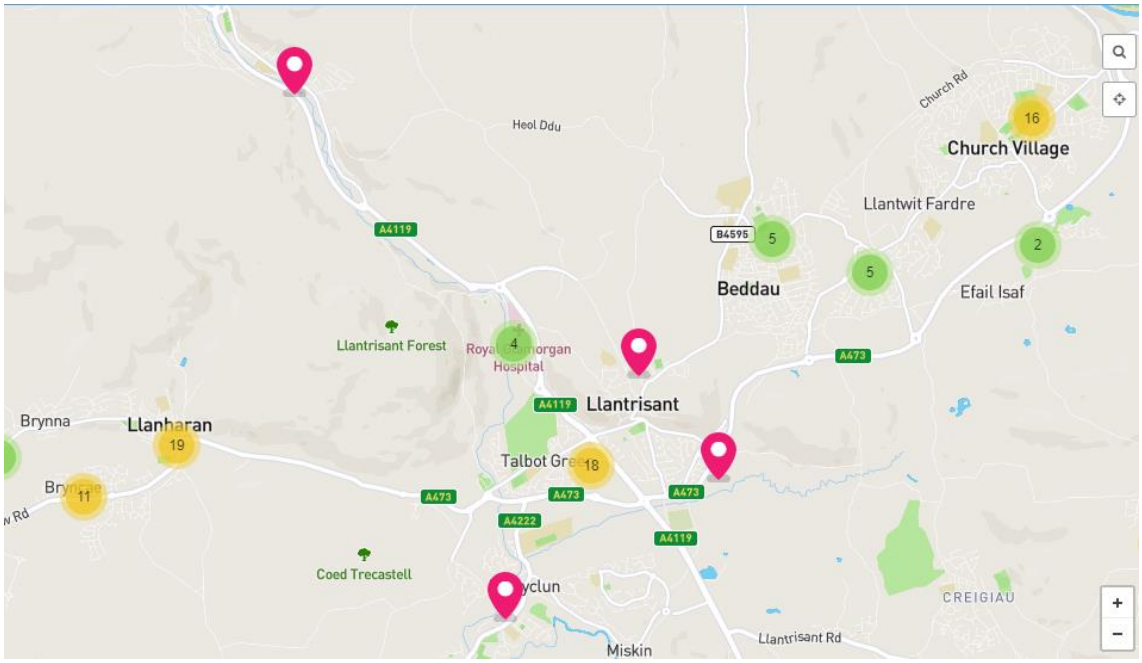


Figure 16 – Locations identified in Llanharan / Llantrisant and Church Village

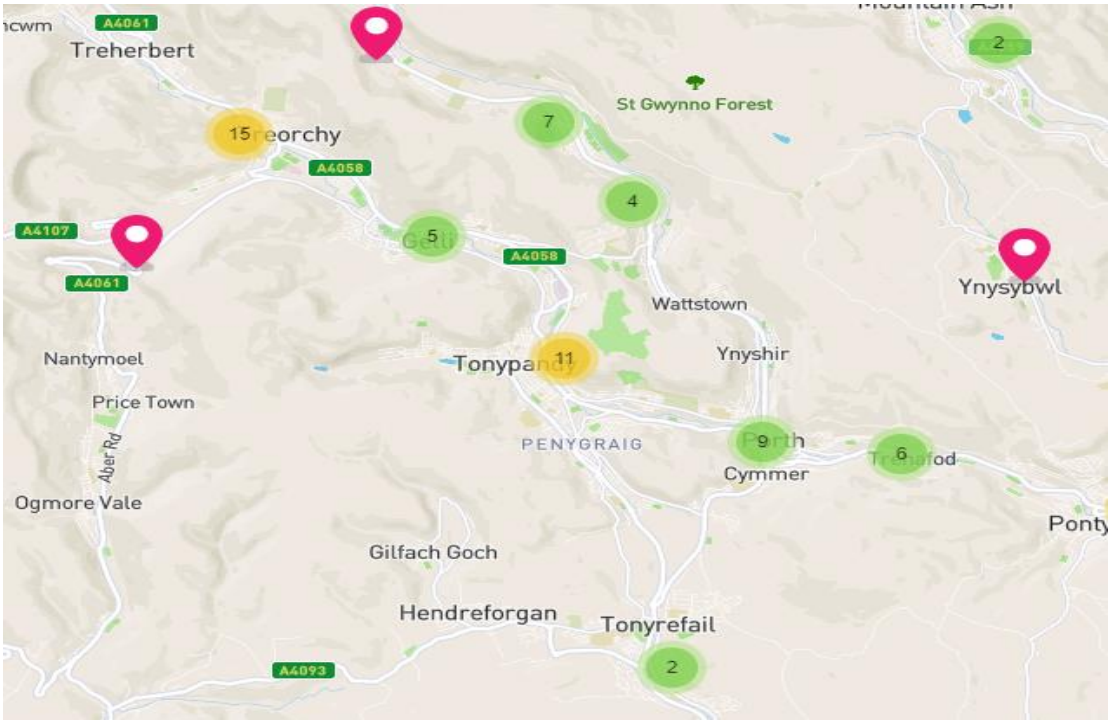


Figure 17 – Locations identified in Rhondda area

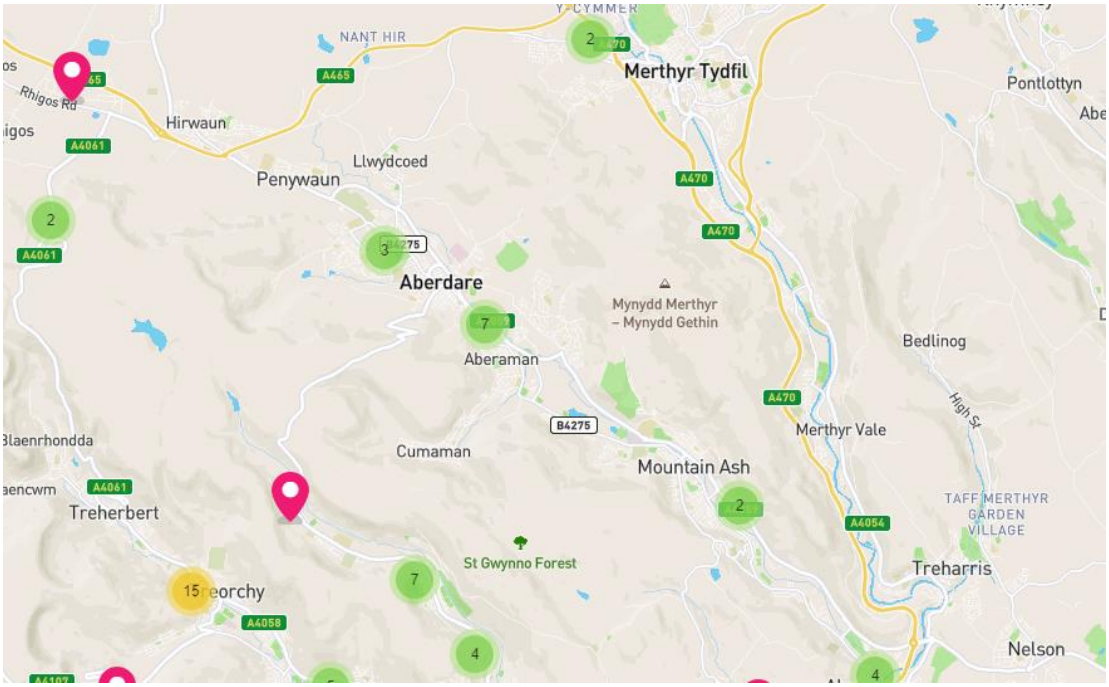


Figure 18- Locations identified in Cynon area

4.22 As part of the consultation, important stakeholders were contacted. A response was received from CADW in relation to the potential locations of charging points. The response highlights the requirement that the location of any potential electric vehicle charging stations and their appearance will need to consider any impact on designated historic assets (including Conservation Areas) and their settings, particularly noting the requirements of section 66 of

the Listed Buildings and Conservation Areas Act 1990 along with the guidance given in section 6 of Planning Policy Wales (2021) and TAN 24.

Stories

4.23 Users were able to leave a “story” detailing their experience of owning an EV as part of the consultation online tool. A total of 3 stories were received, the following is an example. The 3 stories are available in Appendix 2.

28 days ago

Alert moderator

I ordered my first fully electric car in December 2019 though a salary sacrifice scheme at work with the intention of using it to commute from Ferndale to my workplace in Bridgend. They have free electric vehicle charging on site as well as being very close to a Tesco that also has free EV charging so I thought it would make sense and save me money. I don't have any dedicated off-road parking at my home, but I can park outside most of the time, but the intention was to charge at work mainly so there would be no need to worry about home charging anyway.

Things changed with Covid in that I have been working from home for more than a year now so I haven't done many miles in the car yet but equally, I can't charge at work either. As an interim measure I have been charging the car up using a slow 3 pin adaptor from the outside plug socket I had fitted last year. I run the cable across the pavement covered by a highly visible, electric cable protective mat to keep things safe. This has worked brilliantly and given the near 200 mile range of the car I have only had to top at a rapid charger a few times when on a really long journey. Ideally I would have liked a proper EV charge point fitted to the front of my house so that I could get faster charging speeds, but grants are only available if you have off road parking unfortunately (could this be looked into by RCT Council?) and the slow charger works for me presently anyway. If we were to get another EV then I would look at getting one fitted to help keep both cars charged.

Whilst I agree that there is a strong role for local councils to play in helping roll out EV charging solutions to encourage EV take-up I believe that that privately funded charging will be the main driver. The main thing you hear is "I can't have an EV because I can't park outside my house" and that is a fair point to some extent, however, you don't currently fill your fossil fuel car at home so why does this have to be the case with an EV? I'd say that it's mainly because of the lack of public charging infrastructure locally. If EVERY Tesco/Asda/Sainsbury etc supermarket had banks of rapid chargers in their store car parks you could combine your shopping visit with charging the car. If every McDonalds/KFC etc had a number of rapid chargers you could do the same when popping out for food. The aim is to be doing something else whilst the car is charging, not hanging around waiting for it to charge.

Obviously councils are not in control of the private sector in terms of rollout of EV chargers so they would need to have a strategy too but given the lack of finance available I believe that chargers should be rolled out strategically in a way that would mean they can be used in the most efficient manner. Eg. There is no point putting 7kw charging points in Park and Ride locations as the chargers will be blocked all day by commuters despite having had their cars filled after a small fraction of the time they are away from their car. 50kw rapid charger hubs should be located in town centres where there are other amenities available for them to use (shopping/coffee shops etc) whist charging, but putting time restrictions to ensure they are not blocked for longer than necessary (with penalties applied to no EV drivers who block the spaces)

I believe that perhaps some kind of focus group where current EV owners are part of the consultations for good site locations would be helpful as as most EV owners in RCT could be considered 'early adopters' they have a keen interest in helping to develop the forward planning of EV infrastructure in the county and tend to have a good deal of experience on how EV charging can and should be done to benefit as many drivers as possible.

Perhaps RCT Council should get in contact with private EV charging firms (Instavolt etc)to help them develop their network in the area, they install chargers to MAKE MONEY, so given assistance from the council I'm sure they would be more than willing start installing here, especially given the high proportion of housing with no off road parking meaning that their services would be required even more.

I believe that RCT is currently the ONLY county in the whole of the UK that doesn't have a single Rapid (50+kw) charger within it's boundary. I realise that there is one opening at Lidl in Porth shortly, and some (as yet unknown) EV charging going into Porth train station car park, but it's still a pretty poor record and this really needs to have some focus put on it now.

As stated earlier, perhaps some kind of focus group that includes current/prospective EV owners would be helpful to help assist RCT with their long

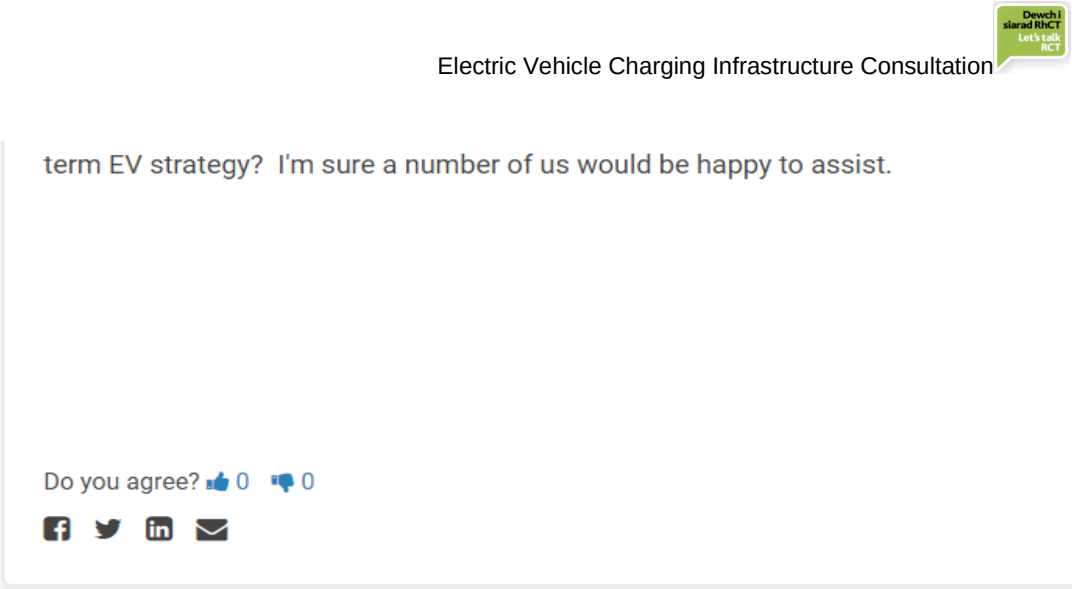


Figure 19 – Story 1

Appendix 1

Locations identified on Let's Talk Electric Vehicles interactive map

Where would you like to see Electric Charging Points?

Location	Comment
1 Gwaun Ruperra Close, Llantrisant, Pontyclun, CF72 8QR, United Kingdom	Parking in Llantrisant can be challenging but the Gwuan Ruppera Car Park is underused by local residents and visitors to the town
19 Maesyffynon Grove, Aberdare, CF44 6PJ, United Kingdom	Cynon Linc
49 Cardiff Road, Taff's Well, Cardiff, CF15 7RF, United Kingdom	Great place to charge your car whilst shopping at the coop
Talk Together, Taffs Fall Rd, Treforest Ind Est, Pontypridd, Wales CF37 5SU, United Kingdom	Convenient place for EVs to access off the A470 if in need of a quick boost.
Main Road, Church Village, Pontypridd, CF38 1LF, United Kingdom	Car park behind the Co-op, never seen it full and could be used for overnight. On good bus route.
35 Heol-Y-Parc, Efail Isaf, Pontypridd, CF38 1AP, United Kingdom	Car park by Efail Isaf Village Hall.
Dare Valley Country Park, Glamorgan St, Aberdare, Wales CF44 7PT, United Kingdom	Dare Valley Country Park
19 Sardis Road, Pontypridd, CF37 1LE, United Kingdom	The far end of Sardis Road car park would make a great spot for rapid chargers but the site would need 24 hour access
31 Bron-Y-Deri, Mountain Ash, CF45 4LL, United Kingdom	Surely there is a need for charging points in town centres, shopping areas while shoppers are doing a shop.
2 High Street, Aberdare, CF44 6ZZ, United Kingdom	Same reason as my last comment.
Llantrisant, Llantrisant, Pontyclun, CF72 8HF, United Kingdom	Close to M4, space available and perfect for visiting business people to easily charge up, just make it a fast charger.

45 Heol Y Gyfraith, Talbot Green, Pontyclun, CF72 8AJ, United Kingdom	Car park by police station so you can charge and shop in Talbot Green
Tir Meibion Lane, Llantrisant, Pontyclun, CF72 8DL, United Kingdom	Charge you car and get fit in the Leisure Centre, benefits both you and the environment.
34 Heol Yr Orsaf, Pontyclun, CF72 9EE, United Kingdom	Pontyclun Shop and Charge in community car park.
15 the Parade, Church Village, Pontypridd, CF38 1DB, United Kingdom	Car Park for visiting local shops and many local houses with no off road parking will benefit.
8 St. Illtyds Road, Church Village, Pontypridd, CF38 1RQ, United Kingdom	Garth Olwg Library Car Park
Parc Canol Surgery, Church Village, Pontypridd, Wales CF38 1RJ, United Kingdom	Big car park close to sports centre, doctors, shops etc.
7 St. Brides Manor, Llantwit Fardre, Pontypridd, CF38 2LR, United Kingdom	Crown Hill community centre, big car park, lots of space.
RGH Diabetes Centre, Royal Glamorgan Hospital, Pontyclun, Wales CF72 8TB, United Kingdom	Can be an emergency situation visiting a hospital so one less worry about charging your car if its low or you travelled a long way.
Main Road, Church Village, Pontypridd, CF38 1PX, United Kingdom	Large car park, for both the community centre and for the local sports facilities
20 Cilfynydd Road, Pontypridd, CF37 4EW, United Kingdom	By the recycle bins
Tonyrefail Leisure Centre, Porth, Wales CF39 8EW, United Kingdom	Leisure Centres / Gyms are perfect places for EV charging, there is usually always existing parking in place and the amount of time someone would spend at the facility would be ideal for a charging top up to encourage sustainable travel and regular physical activity
161 Talbot Road, Talbot Green, Pontyclun, CF72 8AF, United Kingdom	Talbot Green is a ideal location for a large charging hub with a mix of fast (7kwh) and Rapid (50kwh+) chargers it would attract people using the M4 to stop and use the facilities and spend 1 hour +in the area

Tir Meibion Lane, Llantrisant, Pontyclun, CF72 8AT, United Kingdom	Leisure Centres / Gyms are perfect places for EV charging, there is usually always existing parking in place and the amount of time someone would spend at the facility would be ideal for a charging top up to encourage sustainable travel and regular physical activity
Clydach Road, Tonypandy, CF40 2RH, United Kingdom	Ideal to attract people to this area
13 High Street, Pontypridd, CF37 1DT, United Kingdom	Charging near the train station, would benefit commuters
2 Penuel Lane, Pontypridd, CF37 4TT, United Kingdom	Charging at Pontypridd town centre would being extra footfall to the town centre, could be offered with parking incentives
8 Glannant Street, Tonypandy, CF40 1JT, United Kingdom	The main public carpark in Penygraig. It would be great to have rapid chargers here for public to charge their vehicles whilst nipping to the shops. There is an electricity transformer in the carpark, so installation costs would be minimal.
A4058, Pontypridd, CF37 2NP, United Kingdom	As 'the' tourist destination in the Rhondda arm of RCT, destination chargers need to be provided here. Visitors using EV's will be looking to top up their vehicles when they arrive, and won't want the worry of hunting around looking for nearby charging points - that are currently very few and far between.
37 Mitchell Court, Tonypandy, CF40 2HH, United Kingdom	Necessary here for employees
Cardiff Road, Taff's Well, Cardiff, CF15 7YF, United Kingdom	All park and ride train stations to integrate city commuting.
16 Heol Dewi, Brynna, Pontyclun, CF72 9SP, United Kingdom	Community Center
40 William Street, Brynna, Pontyclun, CF72 9QJ, United Kingdom	Charging out of school opening hours is an ideal location if the car park could be opened up to members of the public.
17 Windsor Place, Ynysybwl, Pontypridd, CF37 3HR, United Kingdom	Community charge hub as there are lots of houses without off street parking for a charger.

Parc Canol Surgery, Church Village, Pontypridd, Wales CF38 1RJ, United Kingdom	The new Llantwit Fardre RFC Clubhouse
Garwnant Visitor Centre, Cwmt, Aberdare, Wales CF44 0YJ, United Kingdom	EV charging at the Garwnant Visitor Centre would be great when visiting for the day and would also serve as a stop off point for travellers on the A470
6 Church Row, Aberdare, CF44 8LH, United Kingdom	Park surgery carp park
Leekes, Cowbridge Rd., Pontyclun, Wales CF72 0DZ, United Kingdom	School carpark is big and facilities used evenings as well as days
Treorchy Library, Treorchy Library, Treorchy, Wales CF42 6UD, United Kingdom	Public Car Park to rear of Treorchy Library town centre location
Treorchy Railway Station (TRY), Station Road, Treorchy, Wales CF42 6UE, United Kingdom	Treorchy Rail Station
5 Station Road, Treorchy, CF42 6HL, United Kingdom	Ystrafechan Treorchy Park Car Park has park, tennis, cricket facilities etc
3 Station Road, Treorchy, CF42 6UD, United Kingdom	Treorchy Coop Huge Car Park in Treorchy town centre location park & dare very close by
Treorchy Comprehensive School, Pengelli, Treorchy, Wales CF42 6UH, United Kingdom	Treorchy Comp Teachers parking
2 Park Crescent, Treorchy, CF42 6UR, United Kingdom	Disused Petrol Garage, empty derelict location. perfect to create a charge hub. convenient for bwlch mountain users and cwmparc & treorchy reisdents scope for multiple charge hubs
7 Oak Street, Treherbert, Treorchy, CF42 5AW, United Kingdom	Baglan Field/Penyrenglyn School/Recycling centre good size parking bays in safe location to create charge hub
19 Church Street, Treherbert, Treorchy, CF42 5PY, United Kingdom	Treherbert Public Car Park for shoppers

14 Station Street, Treherbert, Treorchy, CF42 5LA, United Kingdom	Treherbert Railway Station. There is a large plot of land that could easily be converted to community charge hub. Perfect for residents of Upper Rhondda and commuters
A4061, Rhigos, Aberdare, CF44 9UF, United Kingdom	Craig Y Llyn Viewpoint used by tourists and locals perfect charge hub with a view
A4061, Rhigos, Aberdare, CF44 9UF, United Kingdom	Zip World Ensure private new enterprises that generate tourism make provisions for tourists to provide EV points. Giving back to the community and also encourage more people to come
24 Pontpren, Penderyn, Aberdare, CF44 0SX, United Kingdom	Penderyn Distillery Add to their customer EV chargers to allow community use with more chargers. Help to work in partnership with community. Access to the Brecon Beacons. Hirwaun & Penderyn & Rhigos communities
A470, Abercynon, Mountain Ash, CF45 4YX, United Kingdom	Ideal location for those heading towards aberdare merthyr/brecon or Ystrad Mynach.
Main Avenue, Rhigos, Aberdare, CF44 9UP, United Kingdom	Huge open expanses of unused land on Hirwaun Ind Estate. Create a charge hub suitable for community and the businesses of the state. Create a huge charge hub for all vehicle sizes from cycles & motor bikes, cars, Vans and lorries. MORE than sufficient space. 50kw Superchargers would be accessible for Rhondda & Cynon aswell as boundary counties of Powys/NPT/MerthyrTydfil
37 Shady Road, Rhondda, Pentre, CF41 7UG, United Kingdom	Gelli Ind Estate Perfect for Community and Businesses Lots of space and safe access
Ysbyty Cwm Rhondda, Partridge Rd, Tonypandy, Wales CF40 2LX, United Kingdom	Hospital
Nant-Y-Gwyddon Road, Rhondda, Tonypandy, CF40 2TQ, United Kingdom	Coleg y Cymoedd Partnership with college to provide facilities for students

Ystrad Sports Centre, Pentre, Wales CF41 7SY, United Kingdom	Rhondda Sports Centre Hen Felin School Playing Fields Park Sports Grounds Close to Shops
3 Tyfica Crescent, Pontypridd, CF37 2BT, United Kingdom	Council car park near to an existing building to so easier to run electrical cables. Fast instead of rapid due to the length of time people park there.
17 Windsor Place, Rhondda, Pentre, CF41 7JH, United Kingdom	plot of unused grass/waste could create a community charge space for residents
1 Poplar Road, Pontypridd, CF37 5LX, United Kingdom	Useful for those using the library or live in the flats who are not able to get home charging.
Ystrad Rhondda Railway Station (YSR), Brook St, Pentre, Wales CF41 7RB, United Kingdom	Ystrad Train Station
B4512, Penrhys, Ferndale, CF43 3PT, United Kingdom	St Marys Well/ Cemetery/ RFC/ Community : Tourist Location
Trefforest Railway Station (TRF), Park Street, Pontypridd, Wales CF37 1TQ, United Kingdom	Train station car park. Keep it as fast so encourage people to catch the train and leave the car on charge.
Lidl, East Street, Ferndale, Wales CF43 3HJ, United Kingdom	Ask Lidl to install a community charger(s)
A4058, Porth, CF39 9BL, United Kingdom	Ask Lidl to install a charger
Farmfoods, Cymmer Road, Porth, Wales CF39 9BL, United Kingdom	Ask KFC/Farm Foods to help supply a charger here
16 Cymmer Road, Porth, CF39 9BW, United Kingdom	Ask Aldi to install community chargers
8 Glannant Street, Tonypandy, CF40 1JT, United Kingdom	Penygraig Car Park
94 Dunraven Street, Tonypandy, CF40 1AP, United Kingdom	RHA Tonypandy development must include community chargers

the Mattie Collins Way, Treorchy, CF42 6YG, United Kingdom	HUGE car park that is under utilised absolutely perfect space to create a charge hub for residents/ hosp staff/ access to open space and play grounds safe
Lidl, High Street, Treorchy, Wales CF42 6PE, United Kingdom	Lidl Treorchy ask lidl to contribute
Starbucks, Bangor, Wales LL57 4BG, United Kingdom	Great location A5/A55 all traffic in and out of north wales pass here.
Main Road, Church Village, Pontypridd, CF38 1PY, United Kingdom	Community Council offices car park
Brynhyfryd, Beddau, Pontypridd, CF38 2JQ, United Kingdom	Car park by community centre in beddau
22 Garth View, Beddau, Pontypridd, CF38 2BY, United Kingdom	Post office car park - beddau
Subway, Unit 2, Common Approach, Pontypridd, Wales CF38 2SH, United Kingdom	Spar car park beddau
3 Fairfield Lane, Pontypridd, CF37 5LN, United Kingdom	Hawthorn leisure centre
Tonteg Road, Pontypridd, CF37 5UA, United Kingdom	Petrol station
Park Street, Ferndale, CF43 3BW, United Kingdom	Ferndale, I am purchasing a hybrid car
Llantrisant, Llantwit Fardre, Pontypridd, CF38 2EY, United Kingdom	Petrol station
Llantrisant, Llantwit Fardre, Pontypridd, CF38 2FF, United Kingdom	Petrol station.
Llantrisant, Llantwit Fardre, Pontypridd, CF38 2LS, United Kingdom	Scott’s diner

11 Lake Street, Ferndale, CF43 4HL, United Kingdom	Lime street car park
Holmwood, Llantwit Fardre, Pontypridd, CF38 2HP, United Kingdom	Tesco car park
Lime Street, Ferndale, CF43 4HL, United Kingdom	Ferndale town centre car park. Mix of 7kw and 50kw chargers. Handy for local residents tnd visitors. Charge whilst shopping or having a coffee in the town.
Tesco Express, Main Rd., Pontypridd, Wales CF38 1PX, United Kingdom	Tesco car park
Lime Street, Ferndale, CF43 4HL, United Kingdom	Lime street car park we are purchasing a hybrid car
A4058, Porth, CF39 9BA, United Kingdom	Ask morrisons to install electric car charging units
38 West Taff Street, Porth, CF39 9PF, United Kingdom	Install car charger in public car park.
13 Beech Street, Ferndale, CF43 4HH, United Kingdom	Suitable location
60 Parc Aberaman, Aberdare, CF44 6EY, United Kingdom	Abercwmboi Rugby Club Car Park
Llantrisant, Efail Isaf, Pontypridd, CF38 1EQ, United Kingdom	For bypass users dog walking
50 St. Illtyds Road, Church Village, Pontypridd, CF38 1DZ, United Kingdom	Garth Olwg LifeLong Learning Centre / Canolfan Gydol Oes
Hawthorn, Pontypridd, CF37 5BP, United Kingdom	Dunelm car park for charge stations
Gas Road, Pontypridd, CF37 4TD, United Kingdom	Every car park must have points!
Ashgrove Surgery, Pontypridd, Wales CF37 2DP, United Kingdom	Every car parking space should have power
Halfords, Unit 4, Brown Lennox Retail Pk., Pontypridd, Wales CF37 4DA, United Kingdom	It's a car park, it must have power

9 Cardigan Close, Church Village, Pontypridd, CF38 1LB, United Kingdom	Car parking needs power
Upper Boat, Pontypridd, CF37 5BP, United Kingdom	Cars park here, power must be available
Aldi, Midway Pk, Pontypridd, Wales CF37 5BL, United Kingdom	Charge points at retail parks
Showcase Cinema, Heol-Yr-Odyn, Cardiff, Wales CF15 7QX, United Kingdom	Cars park here, add power
Showcase Cinema, Heol-Yr-Odyn, Cardiff, Wales CF15 7QX, United Kingdom	Charge points at food and entertainment venues. Go to see a film and charge your car.
4 Ewenni Fach, Llanharan, Pontyclun, CF72 9NR, United Kingdom	Welfare Hall
89 Chapel Road, Llanharan, Pontyclun, CF72 9QA, United Kingdom	Train Station Car Park
18 South View, Bryncae, Pontyclun, CF72 9RP, United Kingdom	Dolau School
7 the Square, Llanharan, Pontyclun, CF72 9NR, United Kingdom	Public Car Park at High Corner
4 Ewenni Fach, Llanharan, Pontyclun, CF72 9NR, United Kingdom	Recreation Ground and Community Centre
Llantwit Fardre Sports Club, Pontypridd, Wales CF38 1DS, United Kingdom	Convenient for sports pitch, GP practice and sports club (Point not in correct location but unable to edit)
6 Hillside Avenue, Llanharan, Pontyclun, CF72 9PF, United Kingdom	Outside Llanharan Primary School
53 Powell Drive, Bryncae, Pontyclun, CF72 9RS, United Kingdom	Car Park at Community Centre

New Road, Llaniliad, Bridgend, CF35 5LH, United Kingdom	Bus Stop Near Film Stuido
1 Fairhill Drive, Church Village, Pontypridd, CF38 1NF, United Kingdom	Small car park next to the park near Ysgol Ty Coch
Tesco Mobile, Green Park, Talbot Green, Pontyclun, Wales CF72 8RF, United Kingdom	Tesco Talbot Green car park/retail park car park
53 Powell Drive, Bryncae, Pontyclun, CF72 9RS, United Kingdom	Easily accessible by the community at all times and the car park is big enough to accommodate charging points.
63 Heritage Way, Bryncae, Pontyclun, CF72 9FZ, United Kingdom	Bypass route and new developments
22 Oak Close, Talbot Green, Pontyclun, CF72 8RF, United Kingdom	In Tesco or the Retail Park
A473, Llanharan, Pontyclun, CF72 9NR, United Kingdom	Llanharan service station
1 Llwynbrain Terrace, Llanharan, Pontyclun, CF72 9PW, United Kingdom	Outside primary school and local allotments
M4, Pendoylan, Pontyclun, CF72 8ND, United Kingdom	A car share facility here (similar to that at j46 of M4) with EV charging would be excellent.
RGH Diabetes Centre, Royal Glamorgan Hospital, Pontyclun, Wales CF72 8TB, United Kingdom	People who work at Glam would find this useful as well as visitors
Heol Y Coleg, Nantgarw, Cardiff, CF15 7QY, United Kingdom	Coleg y cymoedd car park
Rockingstone Cottages, Pontypridd, CF37 4AX, United Kingdom	Y Bwthyn car park. Used by staff
6 Green Park, Talbot Green, Pontyclun, CF72 8RE, United Kingdom	Either Tesco or Retail Park. 2 x Rapid chargers needed for encourage people on M4 to stop and shop in Talbot Green
Barry Sidings, Gyfeillon Rd, Pontypridd, Wales CF37 2PP, United Kingdom	A tourist attraction that would encourage visitors and provide a source of fuel for return journeys.

Trefforest Railway Station (TRF), Park Street, Pontypridd, Wales CF37 1TQ, United Kingdom	Encourage more use of public transport while allowing commenters to charge cars while they are away.
Llantwid Road, Pontypridd, CF37 1DL, United Kingdom	Allow commuters to charge their cars while they study/attend the university and save using charging facilities in other locations.
3 Danygraig Road, Llanharan, Pontyclun, CF72 9NX, United Kingdom	Within rct run car park
A4058, Pontypridd, CF37 2LU, United Kingdom	Encourage commuters to use local transports links and also the train station car parking facilities.
11 Coedcae Road, Pontypridd, CF37 2NP, United Kingdom	A tourist attraction that would encourage visitors and provide a source of fuel for return journeys.
17 Coedcae Road, Pontypridd, CF37 2NQ, United Kingdom	A tourist attraction that would encourage visitors and provide a source of fuel for return journeys.
Abercynon Railway Station (ACY), Station Road, Mountain Ash, Wales CF45 4RP, United Kingdom	Bank of 7kw chargers for people to charge whilst using the train. Need to be a sensible distance from Station entrance to stop them being ICE'd.
2 Ffordd Dol Y Coed, Bryncae, Pontyclun, CF72 9WW, United Kingdom	Co-op car park
Garwnant Visitor Centre, Cwmt, Aberdare, Wales CF44 0YJ, United Kingdom	Visitor Centre
Trago Merthyr Tydfil, Merthyr Tydfil, Wales CF48 1TU, United Kingdom	Shopping centre
8 Dulais Close, Aberdulais, Neath, SA10 8HA, United Kingdom	Popular visitor centre
Park Road, Abercynon, Mountain Ash, CF45 4NE, United Kingdom	Ideal location for EV charging
6 David Place, Llanharan, Pontyclun, CF72 9RA, United Kingdom	Rugby club

3 Albion Street, Rhondda, Pentre, CF41 7LR, United Kingdom	Next to the ford garage
A4058, Porth, CF39 9BA, United Kingdom	I believe Morrison's will be one of the best places to install charging points, taking into account the amount of trade they receive daily. Once more electric vehicles are on the road, this will be a great benefit to all.
305 Brithweunydd Road, Tonypandy, CF40 2UD, United Kingdom	Near communal areas for people visiting - post office, Maes yr haf, Autism life centre and Clydach court care home
1 Nile Road, Tonypandy, CF40 2UY, United Kingdom	Go to visitors to Garth park and Cemetery
Tesco Extra, Gelli-Hirion Ind Estate, Pontypridd, Wales CF37 5SN, United Kingdom	Chargers should be standard at supermarkets
26 Station Road, Church Village, Pontypridd, CF38 1AH, United Kingdom	Terraced houses here, charge points outside would encourage EV take up
22 Garth View, Beddau, Pontypridd, CF38 2BY, United Kingdom	Here
Brynhyfryd, Beddau, Pontypridd, CF38 2JQ, United Kingdom	This spot doesn't have much going on here and is rather large, can be a great location within the CF38 postcode if re developed.
Specsavers, Unit 9B, Talbot Green Retail Park Llantrisant, Pontyclun, Wales CF72 8AE, United Kingdom	Talbot green to support using the village
A473, Talbot Green, Pontyclun, CF72 8RP, United Kingdom	Shopping parking to get people I. These shops.
6 Duke Street, Aberdare, CF44 7LF, United Kingdom	Plenty space to add more chargers, noticed Tesla chargers are never by the door will be the less busy part of a car park. Tesla Chargers take 30 minutes to charge, Tesco is 6 hours, so need rapid chargers.
4 Ewenni Fach, Llanharan, Pontyclun, CF72 9NR, United Kingdom	Welfare Ground used by hundreds weekly

B4275, Aberdare, CF44 6DA, United Kingdom	In the turning point where plenty gets dumped, right next door to the power station, quick chargers. We also launching MyValley market place for sustainable goods in the warehouse next to it, looking at adding market, coffee shop, eatery and wine bar in the near future. Make it the sustainable part of Aberdare, as the Estate is currently a plastic Valley. Also near the entrance of the Phurnicite land if something sustainable does go on the land. I own a Tesla, Tesco 6kw chargers take 6 hours, Tesla 50kw take 30 minutes.
46 Terry's Way, Bryncae, Pontyclun, CF72 9UQ, United Kingdom	We need more charging ports in this area.
26 Station Terrace, Treherbert, Treorchy, CF42 5HU, United Kingdom	Would be 1st stop after Rhigos
67 Chapel Road, Llanharan, Pontyclun, CF72 9QA, United Kingdom	Railway station car park
115 Ffordd Dol Y Coed, Bryncae, Pontyclun, CF72 9ZF, United Kingdom	Athlete kitchen car par
36 the Parade, Ferndale, CF43 4SX, United Kingdom	Highfield industrial estate could be used for a few
Llanharry Road, Llanharan, Pontyclun, CF72 9TX, United Kingdom	In the car park of the old people's community centre on Llanharry road
A4058, Porth, CF39 9BL, United Kingdom	Ideal location for a 50kW Rapid for people also shopping
A4058, Porth, CF39 9BA, United Kingdom	Makes sense for people needing a charge and also people shopping. At least 1 50kW Rapid (like other Morrisons across the country) would make sense, as well as several 7-22kW AC posts.
A4058, Pontypridd, CF37 2NP, United Kingdom	7-22kW AC posts would be ideal for this tourist destination with a typical dwell time of more than 1 hour.
Porth Railway Station (POR), Station Street, Porth, Wales CF39 9NY,	7kW AC chargers could be used for people parking and then catching the train to Cardiff and the likes.

United Kingdom	
Tesco Mobile, Green Park, Talbot Green, Pontyclun, Wales CF72 8RF, United Kingdom	The car park could support multiple 50kW rapids and 7-22kW AC posts. Reasonably close to important commuter routes also would aid the use of the rapids.
Tir Meibion Lane, Llantrisant, Pontyclun, CF72 8AT, United Kingdom	Ideal place for 50kW Rapids and 22kW AC units with a variable dwell time for sports/activities users. Multiple 7-22kW AC posts would make a lot of sense to those planning to use the activities for 2+ hours.
Taffs Well Railway Station (TAF), Cardiff Road, Cardiff, Wales CF15 7PE, United Kingdom	7-22kW AC posts to support parking and then catching the train into the city.
Showcase Cinema, Heol-Yr-Odyn, Cardiff, Wales CF15 7QX, United Kingdom	7-22kW AC posts would make a great option given the typical dwell times in the cinema and restaurants.
Sainsbury's, Brown Lennox Retail Park, Ynysangharad Road, Pontypridd, Wales CF37 4DA, United Kingdom	7-22kW AC posts for shoppers. At least 1 50kW+ rapid that could also be used by people travelling the A470 who need a quick pit stop.
A470, Abercynon, Mountain Ash, CF45 4YX, United Kingdom	Already has facilities through the fuel station. Multiple 50kW+ rapids would be an ideal solution for A470 Northbound travellers.
A465, Merthyr Tydfil, CF48 2PY, United Kingdom	A local business or somewhere with facilities around this area would be ideal for a multiple rapid 50kW+ hub. This would address the North-South A470 and East-West A465 challenge that is void of chargers. It would be ideal for plugging the significant Central Wales charging blackspots, and would encourage EV users to travel via the A470 for North-South rather than going through England and the M5.
Harvester, Talbot Green Shopping Park, Pontyclun, Wales CF72 8LW, United Kingdom	Handy for when visiting places to eat
5 Station Road, Treorchy, CF42 6HL, United Kingdom	Perfect location in the centre of Treorchy

85 Chapel Road, Llanharan, Pontyclun, CF72 9QA, United Kingdom	Llanharan train station car park should have at least 2 charging points
Subway, Bridgend Road/A473, Pontyclun, Wales CF72 9RP, United Kingdom	Dolau school should have chargers to allow teachers to charge and switch to electric
McDonald's, Glynneath Business Park, Neath, Wales SA11 5NZ, United Kingdom	150kw chargers on Heads of the valley route
Cemex, Merthyr Tydfil, Wales CF48 2YE, United Kingdom	Another on the main A465 route
Tesco Petrol Station, Gelli-Hiron Ind Estate, Pontypridd, Wales CF37 5YT, United Kingdom	Would need to be 150kw charger
Lay by, Treorchy, CF42 6LL, United Kingdom	Bwlch Viewpoint intersects 3 counties Very popular cycling and tourist opportunity
Wesley Place, Rhondda, Pentre, CF41 7BN, United Kingdom	Pentre Astro Turf has a public car park that could be used by residents and sports/park users.
2 Station Road, Ferndale, CF43 4RF, United Kingdom	Tylorstown Sports Centre
A4119, Tonyrefail, Porth, CF39 8AU, United Kingdom	A4119 is being dualled a perfect opportunity to build in a charge hub which is a main commuting route for the Valleys & Tonyrefail areas giving access to Cardiff & Beyond. Allows people to travel to from/work. Coedely has that massive area being developed. Lets get a charge hub in place
RGH X-Ray Department, Royal Glamorgan Hospital, Pontyclun, Wales CF72 8XR, United Kingdom	Major Hospital should have EV facilities
A4119, Llantrisant, Pontyclun, CF72 8LL, United Kingdom	Make Beefeater/Permier Inn install EV chargers. Share the cost boost business/ help the locals
M4, Pendoylan, Pontyclun, CF72 8ND, United Kingdom	M4/J34 main arterial route into/out of RCT also major route on M4 for Eastbound & Westbound travel
A473, Talbot Green, Pontyclun, CF72 8RP, United Kingdom	Large Shopping Complex should have some EV facilities

Game, Talbot Green Retail Park, Pontyclun, Wales CF72 8SY, United Kingdom	Talbot Green shopping Complex both private parking and a public car park that should have EV facilities
Specsavers, Unit 9B, Talbot Green Retail Park Llantrisant, Pontyclun, Wales CF72 8AE, United Kingdom	Make this whole section EV facilities
54 Ynyswen Road, Treorchy, CF42 6EE, United Kingdom	Maybe ask the factories to participate and that could help other buisness too.
15 the Parade, Church Village, Pontypridd, CF38 1DB, United Kingdom	Car park obvious choice for those attending events on sports fields
Parc Canol Surgery, Church Village, Pontypridd, Wales CF38 1RJ, United Kingdom	Sports clubs football site of new rugby club plus leisure centre and gp surgery suggest 2 or 3 here at least. No brainer
18 Graigwen Road, Pontypridd, CF37 2TW, United Kingdom	Outside Plas Carmel. Remove roundabout and allow parking with electric charger for several vehicles.
66 Broniestyn Terrace, Aberdare, CF44 8EF, United Kingdom	Coliseum car park
9 Ely Valley Road, Talbot Green, Pontyclun, CF72 8QY, United Kingdom	Near banks, shops, cafes and hairdressers etc for local trade
87 Clos Springfield, Talbot Green, Pontyclun, CF72 8FH, United Kingdom	Using the community centre might encourage use of local parking rather than the streets
Subway, Bridgend Road/A473, Pontyclun, Wales CF72 9RP, United Kingdom	Dolau school
108 Lonydd Glas, Bryncae, Pontyclun, CF72 9FZ, United Kingdom	Lonydd glas and other developments by new bypass
53 Powell Drive, Bryncae, Pontyclun, CF72 9RS, United Kingdom	Bryncae community centre
42 Nant Y Dwrgi, Llanharan, Pontyclun, CF72 9QA, United Kingdom	Llanharan train station car park

16 Heol Dewi, Brynna, Pontyclun, CF72 9SP, United Kingdom	Brynna community centre
40 William Street, Brynna, Pontyclun, CF72 9QJ, United Kingdom	Brynna school
1 Llwynbrain Terrace, Llanharan, Pontyclun, CF72 9PW, United Kingdom	Llanharan primary school
4 Ewenni Fach, Llanharan, Pontyclun, CF72 9NR, United Kingdom	Llanharan welfare hall car park
53 Powell Drive, Bryncae, Pontyclun, CF72 9RS, United Kingdom	X
A473, Llanharan, Pontyclun, CF72 9QA, United Kingdom	X
A473, Llanharan, Pontyclun, CF72 9NR, United Kingdom	D
2 Foundry Road, Tonypandy, CF40 2NW, United Kingdom	Next to a MOT garage and adjacent to the A4058
New Road, Mountain Ash, CF45 4EG, United Kingdom	Lay-by, could be used to electric and hydrogen refueling, could be self sufficient too.
29 Oaklands Business Park, Ferndale, CF43 4UG, United Kingdom	Build a charging station on the industrial estate
19 Darran Terrace, Ferndale, CF43 4LG, United Kingdom	Mount charge points to the street lamps, the Welsh school is closing soon. We could have a council charging subscription to use charge points on the side of the road.
6 School Street, Maerdy, Ferndale, CF43 4DP, United Kingdom	Convert the old school yard to a charging station. Council subscription. Mix of fast 22kw 50kw and 150kw chargers. Something for everyone.
Lidl, East Street, Ferndale, Wales CF43 3HE, United Kingdom	Loads of wasted space at Lidl. Easily set charge points here
78 Berw Road, Pontypridd, CF37 2AF, United Kingdom	We need charging stations on residential streets

62 Berw Road, Pontypridd, CF37 2AE, United Kingdom	Lay-by
3 Lewis Terrace, Pontypridd, CF37 2AF, United Kingdom	Top of green, we plan on buying an electric car soon and have no garage to charge it in. We will need on street charging points as more people follow suit.
Llantwit Fardre Sports Club, Pontypridd, Wales CF38 1RJ, United Kingdom	Ideal location is the row of Council owned spaces outside Llantwit Fardre Sports and Social club, which is also the location for patrons of the Leisure Centre. These can also be used by home and visiting players, supporters of both rugby and football teams when all returns to normal
Tesco Petrol Station, Gadlys Rd, Aberdare, Wales CF44 8DW, United Kingdom	Tesco is an easily accessible hub for the residents of Aberdare, whilst still being outside of the centre of town centre, which would avoid queues / congestion
1 Canal Road, Aberdare, CF44 0PW, United Kingdom	Canal Road, Cwmbach
88 Market Street, Pontypridd, CF37 2TF, United Kingdom	For town centres to compete with supermarkets, where charging points are already in place, charging points are needed in town centres.
14 Station Street, Treherbert, Treorchy, CF42 5LA, United Kingdom	I have electric car myself and theres nothing in the Rhondda. One in Treherbert c ould be good. People can charge before going over the Rhigos or vice versa. Close to the train station would be good, it has parking spaces and people can charge their car when they on the train.
Catherine Street Car Park, Pontypridd, Wales CF37 2TB, United Kingdom	Should be some form of Charging on all levels of Multistorey
Trefforest Railway Station (TRF), Park Street, Pontypridd, Wales CF37 1TQ, United Kingdom	EC at all rail stations with car parks
Green Street, Aberdare, CF44 7AG, United Kingdom	Minimum 50kW required x4
9 Lansdale Drive, Church Village, Pontypridd, CF38 1PG, United Kingdom	Car park of Ysgol ty coch

55 Buarth-Y-Capel, Ynysybwl, Pontypridd, CF37 3HW, United Kingdom	Car park of Ysgol ty coch buarth y capel
13 Park Lane, Aberdare, CF44 8LR, United Kingdom	Car park of Parklane School
127 Tylacelyn Road, Tonypandy, CF40 1JR, United Kingdom	By Graig Park/lower Tylacelyn Road

Appendix 2

Stories received via Let's Talk Electric Vehicles

Battery Power/Thank Heaven for Global Warming

20 May 2021

The thought of having in the near future,to drive a Battery Powered Car is eased a little by the fact that the World is entering a phase of.....Global Warming!!!

During my Army service through a Korean Winter in . the 1950's the Arctic Weather made life a misery.

I was running our Units battery charging station in the back of a canvas sided Bedford lorry,facing every morning the task of thawing the Top Up water,and hopeful that the generator diesel would not run from the refuelling Jerry can like syrup.

At minus 20 and below,the storage capacity of the cells were reduced by much as half,making it necessary for very frequent replacement to take place to keep the communication circuits working,and making a nonsense of milder weather running schedules.

Therefore from this experience I will never feel confident to rely only on battery power for a long Winter journey.

The best solution would be to opt for a Hybrid compromise.or follow the birds and..... Move South in the Winter.

Mother Nature knows Best!

A great car made better by infrastructure

24 Apr 2021

I bought a second hand, low range electric car two years ago. I use it mainly for commuting, shopping and local leisure trips. I charge it overnight at home.

For me, with a dedicated private driveway, owning an EV has been a breeze. However, RCT borough is one of the worst places in the UK for public charging. As I write this there are no public rapid chargers in the borough, the only borough in Wales where this is the case, and slower destination charging is very thin on the ground.

We live in a borough with a higher proportion of properties with no off street parking, thanks to when the majority of our housing was built, so public charging is vital to getting more EV drivers.

There are lots of ways the Council can help, here are a few:

1) Insist on public charging points in ALL new commercial premises with car parks as part of the planning process, or any existing commercial premises looking to expand, e.g. supermarket returns. This costs the Council nothing.

2) Put charging points in facilities owned by the Council such as Park and Ride facilities, offices and leisure centres but put them away from the entrance so they are not blocked by by drivers looking for convenient parking. Providers like Instavolt and Osprey will pay the costs if they are given appropriate sites, so again this has the potential to cost the Council nothing.

3) Work with companies such as Connected Kerb to add in slower charging solutions in residential streets which can be used overnight. They also provide fast internet as part of the install, so it benefits residents in more ways than one.

Appendix 3

List of Open Comments

Let's Talk Electric Vehicle Consultation

June 2021

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If unlikely/ very unlikely to consider purchasing an EV please tell us why?

Don't know enough about them and need to see how reliable they are in years to come
I travel longer distances often and am concerned about travelling longer distances regarding charging etc as the infrastructure across the UK as a whole is not suitable, plus I'm personally unsure about the convenience and cost of prolonging my journey having to stop to charge for longer periods/possibly overnight.
Lack of charging locations and the cost
Cost to purchase EV. No charging points located on street or town centres
My husband works in Health and Safety and is wary of the current batteries and the complexities if they catch fire. I would definitely consider an electric vehicle in the future when technology is improved.
The cost of the vehicle
Cost
No off road parking so charging would be difficult.
We currently run a small city type car that qualifies for zero RFD. The car is of an age that would not lead us to change in the foreseeable. Currently also, the cost for new EV's is prohibitive and there are few used car options.
No facilities to charge.
Cars with a suitable range are too expensive and the government grants are poor also the charging infrastructure is pathetic
Cost and limited distance to be able to ravel without charge
Because of my age.Its possible that I have bought my Last! car. I find Ques.1 hard to answer as you should define the vehicles propulsion system.
They are just not practical in the valleys and charging them takes forever. As a carer i need a car that is ready to go should an emergency occur.
Too expensive, very few charging points
Expensive vehicles, no infrastructure for them, not enough available land to build all the required charge points.
Too hard to charge at home on a busy street
Could never afford one and use my car for work and travel a lot with it, could never wait to charge the car or i would loose money and jobs.
Too expensive and the technology is not up to it yet.
Not enough EV charging points around the area and long trips would be difficult due to lack of EV charging points nationally. Also concerned that EV batteries have a relatively short lifespan and replacing them currently is very expensive.
Lack of knowledge on how to recharge and sites available for recharging.
No where to charge the car. As most people who live in a terraced house.
Cost

Lack of charging facility as a cable from my house would have to cross the public footpath and my garage is in a culdersac away from my house with no means of having my electric supply to it
I live on a terraced street without designated parking and it is difficult to see how the car could be regularly charged
Too expensive. No way to charge it. No certainty I can park near my house let alone outside of it as I live in a terrace street
I would be tempted if there were facilities to charge
mainly the present cost of purchase. But do not believe that this present government will be able to provide the invest structure to support electric vehicles. Perhaps should concentrate on larger vehicle firstly buses lorries trains etc
Cost is prohibitive
Electric vehicles aren't the future. Hydrogen powered is the future. I own 2 Hybrid vehicles, I like that I can drive anywhere and fill up quickly, like I could with hydrogen.
I don't think there will be enough rapid charging points to cope.
Unable to charge at home and even with a point, no guarantee to be able to park outside my house
They are too expensive
I'm not sure how the electric car will be charged as unable to park vehicle outside my house due to busy road for parking
Have to park across the road from the house. Chargers now widely available.
I'm unlikely right no as I live on a main road and have no way of charging an EV whilst parked at home. If I had a driveway it would be different. I would however consider purchasing a self charging hybrid.
Lack of charging facility on street
Unable to plug in outside house, parking would need to be percific to that house. Most houses have 3 cars
Not practical at present
Impossible to charge on a terrace house
Husband is a mechanic - prefers diesel/petrol cars, is aware of many issues with electric.
Why should I spend more money on another vehicle
Cost. Limited charging points. Fear of not being able to charge on long journey. Charging time
No charging facilites
no way to charge at home
They are expensive and only really allow shortish journeys at present and they take too long to charge

Currently i have no means of charging such a vehicle and so it would be useless to me
I can only park on the road by where I live and its highly unlikely I will ever get a space outside my house.how on earth will it be possible to run a cable from my house over a public pavement to charge a car I could never afford
Battery technology needs vast improvements to enable me to do my job
No place to charge it, cannot guarantee parking outside the house
Live in a terrace as do most of the valleys residents, how are we meant to charge cars at home??
I can't afford it. They are way too expensive
cost,don't think they will be enviornmentally friendly in the long run as they also have batteries which will need replacing at a cost ,also the range of mileage is poor and finding a place to re charge en route
too expensive,Lack of range and time to charge on lone journeys
Can't afford one electric vehicle let alone two
They have a very short range of about 30 miles are very expensive to buy and then the rental of the batteries is very high, for those of us that live in a terraced street charging would be impossible. Also an electric vehicle would take away my right to tow a caravan and do what I love doing. - caravan Holidays in Wales. Electric cars are OK if the owner wants to travel a few miles a day. The practicality of on is pretty dire.
The lack of charging facilities, parking is difficult where I live with neighbours having two or more cars per household. Those with drives and garages tend to park in the street on the pavements their preferred choice it seems. We have 2 cars one kept on the street one in our garage that is built away from the house in a row of 4, with shared access, we are the only ones using it to keep our car in. No possibility of running electricity into it. Also inconsiderate parking from neighbours living alongside the entrance means the drive frequently gets obstructed, despite this being raised, any workmen often block our drive whilst leaving their drive big enough for four cars left clear, but it's not used for cars they regularly have up to 4 family cars parked on the road and pavements. Also how many new builds with garages quickly convert the garage into a room or storage after purchase, so never used for the car. There is also the time it takes to charge, on long journeys such as holidays etc or even a day trip, the time to charge would add hours into any trip, and lack of charging points in particle rural areas will be problematic with stalled vehicles possibly blocking country lanes. The whole thing is a knee jerk reaction and not properly thought through.
We cannot afford to buy a brand new car so our only option is to buy second hand which invariably are either petrol or diesel.
Battery driven cars do not take into account the impact on the environment of the production of batteries themselves or the disposal of them. They just move

the problem further on. Furthermore the energy needed to power the batteries is not necessarily coming from 'clean' powerstations. You might as well burn petrol as use energy from a coal fired powerstations and nuclear powerstations may not produce co2 but I'm not convinced that nuclear waste is a better by-product.
Depends on the cost
coulnt afford one
Expensive. Not enough miles from a charge. No infrastructure....but appreciate this will improve
Cost, plus Battery replacement costs.
Electric cars are to expensive to buy and on top of that you have to buy home charging points. There isn't enough charging points in wales. Charging times is much longer than filling up with fuel, and in the fast paced world we currently live in puts me off buying one. Battery issues seem to be a big issue causing cars to catch fire which puts me off buying them. Electric cars are very quite and when out riding my bike I like to be able to hear the sound of the engine so I'm aware they are behind me.
I CANNOT charge a vehicle at home , also I cannot afford to update my boiler so why should I invest in expensive technology.
I don't have a designated parking space in which to charge an electric car
currently no access to charging point.
I have nowhere to charge my vehicle plus my mileage is high needing regular charging on an "every other day" basis
They simply aren't environmently friendly. Look at what it takes to obtain the raw materials to make the batteries and the peer sauce used to charge them. I renewables we don't have the capacity, also people don't want more nuclear plants so that leaves coal and gas being the only viable option.
Lack of charging points, can the national grid cope? the car is still being powered with energy from burning fossil fuels, it is still releasing CO2 in the atmosphere, not from the tailpipe but from some distant power plant. When it comes to batteries being recycled, it is still an expensive and ongoing process and most batteries are not being recycled yet.
Limited range and nowhere to charge
Can rarely park near house let alone charge a vehicle, double yellow lines outside house
Unable to charge vehicle at my address

I am unable to park outside my home on a daily basis and would struggle to charge an electric car
How can people who have multiple vehicles at their home use the charging points if there's not enough to go around. On average each home has 2 vehicles or more for that family, how on earth would all these chargers be accessible for every home for every car, as previously stated, my home has 3 cars
I'm disabled no drive facility for charging
I couldn't possibly afford to change my car
Cost. Inconvenience
They are too expensive and not easily topped with electric as the charging units are few and far between.
The only parking space we have is across the road from our house, I do not think that charging a car will be possible with such setup. Also electric card are not as good as hydrogen ones, I'd rather wait for the latter to become widely available.
i have no means of charging it
Insufficient charging points and unsafe leads coming from house to car across pavement. I've bought a self charging hybrid instead

Would the installation of a Public EV charging point near your residential area increase the likelihood of you owning an EV? Please tell us why?

The Price of EV cars are still quite High
I don't know enough about electric vehicles in the first place
Charging needs to be exclusive, charging takes so long it is not practicable to wait for others to charge before you.
I'm not concerned about charging as I am fortunate enough to have external plugs on my private driveway.
it will be easier to charge the car without travelling long distances
It would depend on how accessible it was, how near my home it was and also how secure it would be
Locality of charging point to home/work office would influence the decision to buy an EV. If charging point was accessible daily and within close proximity to my home/work (end of street/office car park) the answer would change to definitely.
Can do it off road
I drive to the rail station to catch the train to work so I could charge the vehicle while I am at work.

As I am fortunate to accommodate my own charger it would be more economical to charge over night
Depends on location and the cost of the vehicle
Not necessarily in my residential area, as if I had an electric car I'd likely charge at home, but knowing there were charging points within RCT to know I could charge whilst at work or whilst shopping for example would be important
I would only be prepared to charge an electic vehicle at my home. I would not be happy to park my car in a car park/on-street in my locality due to the inconvenience and potential security issues
Cost of EV vehicles remain considerably higher than ICE vehicles, when prices are similar I would be more likely to purchase an EV.
As it would allow for more regular accessibility to alternative charging to my home system
EV charging point at home would be more suitable but a nearby public charging point coulsd be utilised when necessary.
A charging point closer to the residential area would be a significant factor in whether to own an electric vehicle as there are only limited places where an electric vehicle can be charged in other places at the moment and usually these are quite limited in number.
The range on electric vehicles is still fairly low for my liking so having more charging points for example when I am shopping or using the leisure centre would make using an EV a lot more convenient.
I would assume I would have little need to charge near my residential area as I would have charged the vehicle from home.
Confidence and convenience in ability to easily access EV charge point.
I need my own charging point at home to guarantee i can charge my vehicle, public points near my home may all be in use and i am left unable to charge. Living in a mid terrace home as most do in this area means electric cars are not the future.
High cost of initial EV purchase
IF you cant charge your vehicle then what is the point owning one
To improve the environment and more cost effective in the long run
Because I will not run out of battery, there are no charging points anywhere along the way. I drive across A470, Ty Elai and Pontypridd. At the moment my hybrid car only gives me 40 minute drive without loud music draining battery. At the moment that's the reason I own a hybrid rather than a full electric.
Distance form home to EV charging stations to home may be an issue.
The cost of purchasing an EV and replacement battery is more relevant to me.
I would have an off street point at my home but charging points near work would be more advantageous to me. I understand that in areas with on street parking only this would be a much greater benefit.
Convenience
Depends on level of use by others. Availability.

Electric vehicles are expensive, full charge for cheaper vehicles is short range. Charging is not quick, can add substantial time to journey. Not a good national network of charging points.
Currently there are no charging points that I know of locally, therefore that would put me off currently, but if there were convenient charging points locally then of course I would be more inclined to purchase one.
I would have one installed at home.
Infrastructure needs to be accessible in destinations not necessarily in residential spaces. Though some of the challenge in RCT is how residents can support their own charging needs without access to a private driveway for the most part i.e. terraced streets
It would need to be readily accessable and reliable before i would commit to buying an EV
I would rather install a charging point at home and use that one
If I bought an EV I would charge it at home. However, the worry for most is range anxiety but this could be overcome with a network of fast chargers assuming vehicles could charge in 5-10 minutes
It would enable me to charge the car
I currently charge through the 'granny' cable, which takes all night, a public EVCP that was a fast or rapid charger would make charging much more convenient.
With no off-street parking in our area, it is impossible to own an electric vehicle unless public charging points are available.
It allows for more flexibility. I can use my own charging point overnight but if I need a quick charge, a public point is better.
If we could bring the vehicle cost down and recharging is more freely available locally you would have to examine the option
Have my own drive
I cannot see how a charging facility could charge dozens of cars.there will be war with niebours
I already have a full EV and am lucky enough to be able to park outside my house most of the time so I can charge by running a cable to the car.
Without the infrastructure people will not want to adopt EV, people want convince. EV charge points make the locations, destinations for EV owners. If I have to choose between a visit to place with or without a charger. I am always going to choose the one with the charger.
ease of use
It would be easier to charge cars rather than having to travel several miles to charge one and wait for it to charge
For convenience would probably choose to charge vehicle at home. However access to a charging point at work would be much more attractive especially as I drive quite a distance to work.
One of the barriers to buying an electric car was the lack of local charging points
Climate emergency needs to be addressed
I couldn't afford a new car.

A charging station within or near residential areas is essential. If people have to walk further than 5 minutes to charge their car, I believe this will deter people from wanting to purchase EVs. Ideally, people will want to charge their vehicles very close to their homes, however, I am not sure how this will work in residential streets of the Rhondda where free space is already limited. The only feasible way of installing on-street EV charging stations would be to put them on the pavements of roads, but with the high number of cars parked in each street, there will need to be a lot of charging stations which in turn will reduce the number of parking spaces. An alternative could be for EVs to feature removable batteries that people can remove from their cars and take into their homes to charge, although this assumes that the batteries can safely be removed and transported by hand.
if I can't charge the vehicle I can't use the vehicle
I Currently have an EV but the infrastructure and Rhondda is terrible. And I worry any new points installed to monetise and make profit from EV owners.
If there are sufficient numbers and I can book a regular slot, then yes I would be interested. If there is only one charging point and a charge takes a number of hours, the number of cars that can be charged overnight will be one or two at the most. Therefore, I would then need an alternative. If there were a bank of charging points, then I would be very interested in purchasing an EV.
Convenient
If it is not outside my property then security of the vehicle would be an issue to me parking away from home.
Needs to be easy and cheap
Always worry about travelling distance and not able to recharge
Energy costs too high on the high street, not guaranteed to be available to charge, not efficient use of time, when I can charge at home (overnight) or work (during working hours) ok.
I assume that I would add a charging point in my garage
Because we have a drive, we could charge at home. My son lives in a terrace and would have bought an EV if there had been street public charging.
It would need to be close to my home, I would need to be guaranteed access because a lack of car charge means I can't get to work. I would be concerned about vandalism
I would really need a charging point at my address first. A grant scheme or payback loan would be good. Then a network of charging stations would be a good idea.
Concerns about the liability of potential trip hazards (e.g. charging cables across pavements) is a concern to me.
Living in a mid terraced house means I can't park outside my house let alone charge a car.
1 charger will not be sufficient for all the houses
1 will not be sufficient for the number of houses

Already have an EV
Lowest level of ev charging in Uk in one of the lowest levels of off street parking
Would probably charge at home
It's the way forward.
I would have the option for at home charging should we decide to purchase an EV. That being the case having a local charging facility will have marginal influence.
I Already own an electric vehicle and charge on my drive.
I have my own driveway so will install a home EV charger
On street parking only near me. If not able to charge at home or place of work, then how would car be charged!
It would need to be a fast charger no 7Kw
Yes , I would love ev points fitted around community hubs like sports clubs
I used to have a plug in hybrid car and despite having a garage at my terraced property the wiring there wasn't strong enough to support ev charging. This meant running cables to charge on the street which was not particularly practical or safe. A nearby fast charger would have been ideal.
I have a garage
Without public charging points it is impossible for us to own one as we cannot charge one from our house.
I can't park outside my.home. so a local charge point might work
If there were easily accessible charging points then there would be no barrier to owning an EV. However parking in valleys streets is a major issue and people “fighting” for parking space realistically I can’t see how charging points will work. We need to do something about the amount of cars owned per household. Some living in terraced households have four or more cars. Where do people think parking spaces are going to be found.
Depending on where, how close to home?
Depends how close to house
I can't afford an EV no matter how many charging points you install
It has to be affordable for people like myself.
I would consider an ev but need to be convinced that they have enough range for what I'd use it for. However, numbers of charging points would need to increase dramatically to convince me, as my nearest charging point is Tesco.
I need to be be able to travel 200 miles between charging at good speed
I’m not convinced that a projection of 8000 electric car users in a population of 241,000 over 9 years justifies this sort of investment. There also seems to be issues surrounding the cobalt batteries used in these vehicles. The cost of the cars is also currently prohibitive. All of these factors tend to make me a little sceptical. Though I agree the concept in principle.

Age.
In a street of terraced houses many with more than one car it is unworkable
A charging point near the address is advantageous. But means having to travel to charge.
It would depend very much on where this charge point was located. My first choice would be to have a charge point where I store my car. I'm only likely to be using a public charge point when I am travelling away from home and I would then be looking for a rapid charge point. For example if I was taking my children to a sporting activity and found that I was running low on charge then I could use the hour or more that the car is sitting idle to top up the battery. Likewise if I was travelling to a meeting or an outdoor leisure venue and the car was likely to be parked up for an hour or more. I would not envisage using a public charge point as part of a daily routine.
If there is no access to a charging point, what point is there for me to own an EV?
People who have no off road parking need a solution to charge.
the cars are too expensive and charging will take longer than filling up with petrol, so I would imagine the charging points will be busy all the time. a massive amount of investment needs to be put in place.
Not everyone has the means to install at home. However any on street provision should not interfere with the width of pavements which are already impeded. I would also strongly recommend provision of e-bike charging points. Lack of ability to charge an ebike significantly reduces my ability to swap my car for a bike long term. I currently do some shopping, including groceries, via ebike but range is limited.
who would be using it and when,there would probably be disagreements if people wanted to charge their vehicles at the same time
I'm not convinced by electric cars at the moment.
as stated in Q5
As I already own an EV I'm also lucky enough to have a home charger.
I would need to use a long extension cable to charge my car.
Price is still an issue for many
Won't be buying an electric vehicle as they are too expensive
Convenience of being able to access a point without needing to travel very far.
I have off road parking so I could use my own!
Literally no charging points in rct, not even in the shopping areas
I would aim to charge a vehicle at home before I leave
Would need a high volume of charge points in the valleys
I cannot park outside my house and we have 2 cars the closest I can get 22 cars to my house is 25 - 30 metres away where a charging lead would have to cross a main toad and a pavement. So it wouldn't be practical.

If the area had local EV charging points it's more attractive and makes the move to EV more likely sooner rather than later.
Number of cars in my area, most households have two or more per house.
Have no time to wait due to work commitments and have 2 cars in my household
I had a Nissian leaf 3 years ago and very much enjoyed it. However lack of charge points or miss user of those charging space by non EV cars, ment home was only place I could charge, rather than while I shopped or out & about.
I have no idea if I will replace my car when my current car is no longer working as both my Husband and I will be retiring in 3 years time so we will go down to one car which hopefully will last us years to come.
Having heard of the difficulties in owning an EV due to the lack of charging points on many journeys, seeing more available points would definitely give me confidence to buy my own EV as I would be able to see the convenience in charging points. At the moment the lack of points deters me completely from owning my own EV.
Independent fuel stations are declining in number and I need to go out of my way to get to a supermarket to fill up.
This does not affect me directly, but I cannot see how this can be resolved in this area where the large majority of housing stock is terraced housing where parking outside ones home is very difficult for many
Worried about the safety of electric charging points and the batteries. (Fire hard for firebrigade to put out. Can't use water)
not having to travel would help
I really want an EV however the current lack of charging points is a stumbling block. I recently travelled to Winnersh Triangle and saw a petrol station like forecourt full of EV chargers. That is such a great idea.
As stated previously we cannot afford a new car.
I would be concerned if the take up of E vehicles took off substantially and there was only a few local charging points which would be in high demand. Not everyone has a driveway for plug in charging and RCT has a significant number of residents that live in terrace houses and flats / apartments. These residents would put a significant demand on local EV charging points.
I would have one at my house as I have a drive
Concerns around damage or potential safety issues with cables running across a public footpath
More accessible and better for the environment.
I would want a charging point outside my home.

Readily available public EV charging points in the local area would need to have the capacity to charge vehichles quickly whichat present they are not abel to without significant investment to increase the capacity of the national grid to manage such EV chargers.
Esier to charge
Due to the distances available on current EV's more opportunities to charge may improve rates of purchase. Also some people don't have to space to charge EV's from home.
Own Driveway
Because charging takes time and if it public charging point then other cars could be blocking it charging when I need to charge
I live on a terrace -- the likelihood of being able to get the car parked anywhere near a power supply is neglible. The roads where I live are constantly busy with cars using the shops and parking for short periods in the residential roads and most houses on the road have at least one car -- how would charging points be organised to get over this.
Its important that charging points are accessible before considering an electric vehicle.
It depends on how many, how close, how accessible and how expensive.
I plan to have my own wall charger
I think I would prefer a car that doesn't require charging
It would still need to be in a place where I am guaranteed to be able to charge my car when I need to
Range and usage of the vehicle are also factors that will affect my purchasing of a EV
people may not be able to use an electric vehicle without public ev charging point(s)
Range apprehension is an obvious factor in the decision
It would make it much easier to charge the vehicle and affordable
cost
Can't afford a new car. I buy second hand cars....which obviously don't have EV. Plus I believe this will the case for a high percentage of people in RCT
Its not relevant as we are already fully electric, and we have at home charging so it would have changed it for us but for anyone in a terraced house it would be essential.
For convenience purposes.
It would make owning the EV more practical knowing there are more chargers available.
issues around accessibility and availability of charging points. Concerns around charging times, different charging systems, options and costs
We have a driveway.
I am also waiting for EV's to become more affordable but it would certainly be good to have local charging points
You'd have to sit and wait for the car to charge which wastes time.

Reliable, accessible Public charging points are essential for the development of EV usage.
I would like facility dedicated for our household that can be made available as near as possible to my house
Pensioners can't afford electric cars.
My understanding is that EV cars lose their charge more quickly than the equivalent petrol. As such I feel there needs to be more charging points than petrol stations for driver confidence that they are not going to be 'stranded' during a journey.
Please read question 4 comments if no, how likely are you to consider purchasing and electric vehicle.
A proportion of my car use involves return journeys of 150 miles to locations in rural Mid Wales. The issue is not local charging but charging in rural areas distant from home. Other journeys involve evening travel often in darkness and bad weather which of course depletes battery levels more quickly.
The ability to conveniently and reliably recharge an electric vehicle is essential and at present I do not have this facility at home
Would be out of order more often than not as many are now around the country. Due to poor maintenance and vandalism.
I will not go to a charging station just to charge a vehicle
It would make owning an EV accessible to more people
N/A
Easily accessible charging points would make an EV a more attractive option
Would depend on location and length of time it took to charge.
I have my own
Would the cost of charging at a public charging point be less than at home charging. We have no control at home prices and companies put prices up everyday. Would there be a consistent price. If I knew what I was paying for each charge at the time of charge I'd be more likely to use a public charging point that a home charging point
I live in terraced house and running the cable across a public footpath is dangerous!
Make it easier to charge
Just like traditional petrol stations, not everyone will be able to fill up at home
It may depend on the time needed to re-charge.
There is already one not far from me
Would consider both cars being electric if more easily accessible charge points were available across all counties.

It would offer a possible charging point however if a number of residents also needed to use the same charging point it is likely that this would not be suitable for me as I work from home and need to be able to leave at short notice. If a communal charging point was not available I might not be able to charge my car and meet my work commitments
This question is not relevant as I already own two EV's
Ease of use
We live on a main road poor access to rear of property to come.
If I had difficulty installing or using a point at my home, I would have an alternative.
would have to way up the cost against petrol/diesel cars
Unable to park outside my home most nights and so charging would be a real issue
Whilst I have my own off street parking and charge my EV from my home, my father in law was looking to purchase an EV but as he lives in a terraced house and there were no nearby public chargers he was unable to purchase the EV and went for a petrol version instead. If there was on-street public charging, or funding to provide the chargers that get cabled under the pavements he would have purchased an EV.
I already own an EV vehicle but if I didn't, having a public EV charging point near to where I lived would increase the likelihood of me purchasing one.
A public charging location would provide mitigation against the failure of my own charger installation (I had a charger installed around 7 years ago but I have had no need for another car until now, the location move of my employer now has me looking for a second car as public transport is no longer comparable in journey time, my wife has always had the primary use of our existing car whilst she travels to work for RCTCBC).
I would be able to charge my car at my home as I have a drive, it is the availability of charge points along the road network for when I need to make longer distance journeys (e.g. to North Wales) that would be more important to me.
I have one at home
because I need regular charging for high mileage
As we have a drive we would plan on having a charging point installed at home. However when travelling further afield it will be essential that charging points are available at regular intervals throughout the country.
Because I'd be able to charge the vehicle
I have off street parking so would not need to use a public charge point - others who don't have a driveway would though
In our house we have one ev and hybrid. I have to drive 20 - 30 minutes to charge it on fast charge.
I charge from home, but on the other hand if I could not "home charge" then my answer would have been definitely! People need to feel secure in that charging points are at least accessible as petrol stations are.
Cannot see how sufficient Public EV charging points can ever be viable for drivers living in Valley streets.

There are double yellow lines outside our house, which are now pointless as it's not a main road anymore so we had planned to buy an electric vehicle last year but couldn't be cause we are unable to park outside our house to charge it.
Due to lack of offstreet private parking, a Public EV charging point seems crucial to my likelihood of purchasing an EV
As we have our own off street parking, we would most likely install our own charging point.
Due to the increasing need to turn to EV or plug in hybrid and the fact that the majority of RCT homes are located in terraced streets with issues around running cables over public foot paths to charge your vehicle the introduction of kerb side of street column charging points are a infrastructure must. If charge areas were to be considered then theses must be secure and monitored. We own a plug in hybrid at present and with our second car due for renewal soon I would like to go to an EV but need the infrastructure to support this move throughout RCT.
Availability of a charging point near me would mean I wouldn't have to travel far in order to charge my vehicle. Accessibility to a charging point would offer convenience and definitely increase the likelihood of me getting an EV
I have a home charger but when my husband gets an electric car we'll have to take turns charging. Be good is there was a charge point in the area.
For me its the main reason I cant get an electric car
Its still the cost to purchase these vehicles as the main barrier
Read my previous statement again !!
Less travel time when I'm guessing it will take ages to charge anyway
The cars are too expensive to buy
I would like to park my car and van close too the house to charge due to charging issues.
Easy to change
Better for the environment and remove the use of diesel and petrol vehicles.
i live on an estate with over 500 hundred houses with over 1000 cars, not possible to have charging points for all. will the lithium batteries end up in land fill
I'd be interested to know how a public EV charging point would work and how it would be charged (cost wise) compared to the cost of charging from your home.
Public EV charging points are fine for leisure centres etc but what about when you're parked up overnight? Or need to get somewhere in a hurry - you can't always bank on being able to go to a designated spot to charge, that would be shared with others.
There needs to be more than one point locally.

There are a lack of charge points around the entire UK, so it would be very good if RCT led the way in making the required changes for the way things are going in the very near future. Currently if you are unable to install a charge point for your own driveway etc, there would be no feasible way of charging your EV at home.
Car would be vunreable to theft parked away from home
electric vehicles are not currently practical for my useage
There needs to be a charging point outside each property
It may make it possible to actually charge it, although I don't see how EV points would be able to be installed on main roads with congested parking.
Not many public charging points in the area
Depends if it outside my property ,in order to have a e car a designated parking area at each property ,this will only work for one car at that property ,so if there is a number of cars which it is then that a problem ,as I only have one car that would be good ,to unlock a barrier so only I can park and charge .
If we did purchase an EV, we could charge it on our driveway, other residents living in terraces only with access to on-street parking may find this whole business much more difficult without a proper infrastructure of charging points built into the kerb-side.
I would prefer to use a charging point close to home, instead of using the one at the local supermarket as this will encourage me to go into the shop while the car is charging. I would prefer to charge my car while I am at home so it does not take time out of my busy home life.
To reduce our carbon footprint we need to change the way we travel and this is a great way forward
Accessibility of charging points would be a contributing factor in my decision to using a Public charging points.
Would mean the investment would be less significant.
The real convenience of EV's is being able to charge at home. While a public charging station would be useful I would likely have to wait until I have a property with off-road parking to own one.
Cost, fear of leaving the car in an area of high vandalism
To enable us to use the vehicle with confidence and reduce running costs
Ev charge points should be placed near community facilities like sports clubs for example. People go to take part in an activity and could be charging their ev vehicles whilst this happens
Super fast charging at numerous in local areas to avoid delays
Nothing to stop anyone removing the charging lead
I feel that Public EV charging points are open to abuse where people may deliberately vandalise them "just for fun!!!" Also if electric vehicles become prevalent, then all homes should have charging points fitted. Unfortunately in the valleys, this is not practical, or indeed possible.

Although I agree that this would certainly help to remove barriers to buying an electric car, I feel an even bigger barrier is the cost of electric cars. At present they are extortiantely expensive and at this point in time I can't afford one. If prices came down then that would make it far more likely that I, and I assume many others would buy one.
Most of the houses in the valleys are terraced houses with no frontage to them where are they going to charge their cars?
it will be chaos, there isn't anywhere local to put one. Would require our own
If there is one charging point shared between 20 vehicles I may struggle to charge my car when needed
It would be difficult for me to currently have a charging point installed in my house as my garage doesn't have good access so I park on the street, if I buy an electric car I would need to acces public charging points so the more the better.
There is no parking spaces available by my terraced property
I only have on street parking, so need a local charging point
No, people have cars for convenience, why own a car that you have to park away from home to charge, then having to walk home, what about disabled people, people with babies and young children? How do you expect them to manage
Availability needs to be just like petrol stations with rapid chargers
With private off-road parking I can have a domestic wallbox charger fitted where I would charge from most of the time.
Not interested in owning one
We are motability users and we will only have the option of an EV in 9 years time it is very likely we would choose one before
Errr... to charge my car.
As it would be in demand
There is waste land which could be easily accessed at the rear of my property
Because I can charge at home. Having more at shops would be useful
I'm not able to park outside of my house due to an oversubscription of parking permits and would be concerned that I'd be unable to charge the car at home.
Can't afford an EV
I drive a company vehicle.
Charging is a real issue for anyone contemplating getting an ev
People always blame the charging infrastructure for why they don't want to consider an EV, or that they don't go far enough. The government is committed to zero petrol/diesel cars in 2030s, we simply have to improve accessibility to chargers for those who do not have off-street parking!
I have to think of the distance I can drive on my battery before every journey.
More charging points are required to give people confidence that they will not run out of charge on a journey.

I would want my own private charger at home
people need charge points, no charge points mean no power. the upper has NO EV points- Shameful! They also must be 50kw points, pointless installing 7kw drip feed.
Can't afford one as is, and what's the point in using electric cars if the electricity used to charge the car is generated from non-renewable sources
Makes no diffrenec
Limit walking ability.
Not for me because I have my own point at home, however for visitors to here there is an essential need for public acceyoto charging wherever a car is parked for any length of time
There is very limited charging infrastructure in R.C.T. compared to other areas.
It's not so much in relation to my residential area, I would want to know that there would be lots of charging points all over the country so that if I was going on a journey, I wouldn't have to worry about getting there and back on one charge.
Unable to install charging point in the communal garage.
I doubt that a public facility like that will be a reliable solution.
I need on street charging facilities
I only have on-street parking
It depends how accessible they would be, and whether they would meet demand, I.e. you wouldn't have to struggle to access a charging point.
It would depend on location and usage/how long it takes to charge etc. If it was only one or two and they took hours to charge, it is likely that the demand would far outstrip what it can deliver and if you can't rely on being able to charge when you want and need it, it won't work
As I already have an EV and available charging, this is not a factor that affects me, although I agree that available charging is a necessity for ownership, however a few caveats apply. Charger type needs to be considered in relationship to dwell time (e.g. Lots of 7kW, or even 3kW chargers in places where cars will be parked overnight is very useful) Rapid chargers of 50kW|+ are great for top ups, or in case of an unexpected journey, when the car is low, but many EV's can consume significant power when parked and idle, so charging once a week at Rapid chargers, whilst better than no charging, is not like filling a car with petrol and leaving it unattended, Some EVs which are left with 80% charge on a Sunday evening, may have well under 50% when used the following weekend.
Convenience
Not for me but I have a garage. For everyone else it's on street parking on a narrow road of terraced houses, so I would strongly support installation. However i still don't see how it's going to work as there is not enough parking for everyone at the moment.

There are no public fast chargers in RCT. It's a big area with terrace houses, and nowhere to charge. It's that simple
I would rather have my own secure charging point at home.

Would you be happy to charge your vehicle in a remote hub / location? Please tell us why?

If it is easily accessible
Possibly an isolated area, so would feel vulnerable when alone
Insurance restrictions and costs
concerns regarding theft, having to wait in the vehicle and personal safety if too remote.
It would depend on security etc. Also accessibility. Covid has brought out the best and worst of us, if spaces, time etc were limited, or abused, people may show impatience in anti social ways.
As long as the remote hub was within a 10 minute walk to my house/work
So long as it was adequately secure
Safety and inconvenience
Place of work of visiting will give me opportunities for a top up
My wife is the primary driver, therefore safety reasons
I think I would charge mainly at home overnight but happy to charge in a hub location if located in a shopping area etc.
Inconvenience and security
If it was a speed charging station, then yes. We travel to fill up with fossil fuel now, so why not the same for EVs?
Security and convenience of use.
If it was on my way somewhere or I was using the facilities somewhere I would be happy to use a remote hub
I would have concerns about damage done to the vehicle whilst out of sight from the home. However I understand the publicly provided charging point will not cost myself the initial installation
More convenience if more locations are available.
inconvenient and what if in use?
If I considered purchasing an EV I would want to connect via my household electricy
Hassle

if i couldnt have a charging point near my home, then as long as there was an alternative close by, i would definately look at buying an electric car, as my milage is low
Because it will enable me to run my hybrid mainly on electric rather than still using unleaded fuel. At the moment I only get approximately 36km(electric battery) out of a 105km which I drive for my routine inspections. In order for my car to recharge I will have to stop al least 2 times along my route to recharge battery.
Security of the site would be an consideration. Site accessibility/closeness to my home/place of work or day-to-day business/activity would also influence my decision.
If necessary then I would be willing to do so as long as vehicles are protected from interference at the location.
Safety and security.
Happy to charge away from home, but only if it's relatively quick. Could be problems with personal security with waiting at charging points. Would there be any effect on elect. supply if everyone is charging vehicles over the day?
If there were chargers in my place of work then yes of course I'd be happy to charge my car there but if I had to travel to a certain location to charge my car then that wouldn't be convenient for me and therefore I wouldn't purchase an electric car just yet.
I am considering buying a vehicle and would need to arrange my visits / breaks around ensuring enough charge for the journey home.
Not sure what this entails ?
ditto 8
Security issues
Depending on where it was and if I was comfortable with it I would do it
Aslong as it was accessible it wouldn't matter - I'd be driving a car there, after all!!
I would be worried about the security of my vehicle
If there are amenities nearby I can use these while the car charges.
Fast charging points need to be installed across RCT. Please don't install in places where the charging point is going to be tied up all day by one user - eg a commuter using a space in a train station park and ride location. This will prevent other users accessing the facility. Make sure charging points are in places where people stay for short periods of time - eg costa coffee, KFC, Supermarkets etc - fast chargers where people only stay short periods of time. That way there will be sufficient supply.

If it was at a supermarket, leisure centre or in town somewhere whereI was staying for a period of time, I'd be happy to leave charging
Have my own dreive
Having time to do that through the week beside shopping working ect it's time consuming.
If I couldn't park outside my house I'd use a hub.
RCT has a lot of terraced houses, there is simply not going to be the option to add in on street charging points. Normalising the use of a Hub would be a great way of overcoming this barrier for residence.
I am the Headteacher of Ysgol Ty Coch Special School and Acting Headteacher of Parklane Special school. We are committed to being an eco-school and would to install some EV charging points in our car parks for staff and the community to use
Risk of being broken into. Also if charging overnight and it was needed getting to the car in the dark to these locations would be an issue.
If it was at my place of work. Otherwise would prefer to charge at home. Reasons are related to convenience and time it would take to charge vehicle.
It depends on the definition of remote. There is waste land areas under my street, which with lighting could be made safe - then yes. Miles away and needing to catch buses in a park and ride - no.
Depends how secure the location is.
There is already not enough time in the day, and for people to have to go out of their way to travel somewhere and wait for their car to charge will definitely reduce the popularity of EVs.
security
As long as the charge speed is sufficient and warrants the work.
As long as the site is secure and within a short walking distance to my home
Unsecured, possible vandalism
As above, security
Don't want to park away from my house
Need to wait
See answer to 8
Depends on the location
Less convenient. But, having looked online there are real advantages in terms of speed and number of vehicles. Actually looks good.
Only if the location was secure or had some sort of cctv.
It would depend on how long it took to charge, distance from my home etc

A car is for ease of getting around and being able to just get in and go. If you have to walk 5mins away it would be like catching a train so there would be no need for the car. Then you don't take that transport but get a petrol car instead.
A charging hub would be of interest but security of the vehicle would be a concern.
Security and convenience
Why should i leave the car somewhere when i have a drive?
No security for the car
No issue which using a shared charging point though cost would have to be as cheap as domestic electricity.
Depending on how far away it is
Inconvenience
If a hub is available this needs to have sufficient capacity to permit in-out charging allowing for time actually connected to the charge point i.e not having to queue for any longer that would be the case at petrol station.
Not Practical
Depends where it is located - less likely to do so if located in a 'remote or secluded site'.
Depends on security and distance. Normally takes a while to charge so if needing to charge once per week, depends how disruptive to life it would be. You don't want to have to plan everything around being able to charge you car and having to wait around with it. Availability of charging at employer would make a big difference.
Depends of the availability of free points and security for my car
I don’t need to
Petrol cars are also fueled remotely
I am disabled and can't walk far.
If remote does that mean in isolation? If so not particularly safe.
Safety concerns
Security of vehicle amd convenience
What's the point of having a car if you have to walk in bad weather to get it from the charging hub?
Providing that there are sufficient points for people to use. Waiting for a place would cause an issue for those who are in a hurry
If I own a Car, I want to know that It's safe and secure (to some extent). It also needs to be convenient (which is the point of owning a Car.)
Unless all households have them then only solution
How is remote defined ie is it a remote place, or something automated?

I do not understand the Question. Can home charging be safely done from a Terrace house ,if it requires a cable crossing the pavement?
I need my car available 24 x 7 should an emergency occur
Why would I do that?
Security risk/higher insurance costs
Just build some chargers in rct.
depends on how far it is from home/ work. depends on how long it takes.
Unsure why this is quantified in minutes walked.
I would prefer to have my vehicle outside my house, however I am currently unable to charge it outside my house
safety concerns ? what time of day you would be using it
If I'm going to charge my electric car I would want something at work or near to my work place, or somewhere there is public assess to shops etc while its on charge.
because I do not intend to buy one.
Home charger available.
I need my car close to my house due to the amount of equipment and other stuff I take with me to work.
Remote sounds like in the middle of nowhere
Need more information
To charge it.....
Nice to charge car where you have other facilities like coffee food etc
Security concerns
Higher risk of it being stolen or meddled with
Why would I want to park my car away from my house and leave it open too theft and vandalism. Also where would you build these hubs in the overcrowded side streets of the valley's?
Depends how rural / good the area the hun is in
Car theft, damage to car and no way to get from home to and from that remote location. Consider disabled drivers and their ability to do this.
Have no time to wait at a remote location for my car to charge, to busy to wait due to traveling for work.
Needs to be part of life, not an effort to get to
for convenience when out shopping
I would not want to be inconvenienced by needing to charge my car, it should be accessible as possible rather than having to plan far in advance to charge the car.
I'd have concerns over security depending on the location
Security, convenience
There are enough thefts of items from cars now. An unsecured car and lead would not be safe

Depends on your definition of remote. Just off the beaten track or serial killer country! I wouldn't travel to a location that made me feel vulnerable.
The worry would be that someone would un hook the cable and thereby leaving your car short of charge.
Depends on where the hub is. I also don't want to be waiting for my car to charge we live busy lives and I cant afford any 'downtime'. Workplace charging would be better.
Safety concerns and a small baby to transport back and forth
Want to charge outside my home.
This would depend on the accessibility of the remote location, transport links to and from the location, the level of security and the speed of charging
Unless there was security cameras in operation
Depends on location.
Convienience, security
Would need to be charged at my property
I am visualising vast car parks of cars re-charging. We need to reduce car use not increase it which driving to and from remote hubs would do .
Risk of vandalism/theft.
It will depend on its location and the security of the location
No - I want to charge at home and don't want to leave my car anywhere else.
Just another added responsibility onto an already busy day
IF I could charge up the vehicle while in work, this would be useful
safety
Depends on how secure the location is.
The location would need to be secure and easily accessible - i.e. close to home or workplace
It would depend on the facilities there, refreshments, entertainment, work spaces etc.
To recharge if required on longer journeys.
If the site was secure and safe, then I would be comfortable leaving my vehicle to charge.
Inconvenience, safety and security concerns
Criminal damage.
I would be happy to use this if needed, for example a long journey but would prefer to do it at home probably
People could disconnect the charger. Takes too long.
Typically, remote locations lack charging facilities
Inconvenient, planning, having to wait while being charged
Why not. Petrol stations are remote locations/sites.

to inconvenient and plus you have to wait 1 or 2 hours to have 30 miles driving. With a petrol and diesel car you pull up fill up and drive away
Vehicle would have to be left for a considerable period of time. Possibility of queuing for use of a charging point. Possibility of vandalism rendering charging point inoperative. There are two many charging station operators often using different connectors and requiring membership of their network before the charging station can be used. There are frequent reports of malfunctioning charging stations. Some use credit cards and others require a phone app. The charging network needs to be rationalised so that everyone can use every charger. Not a happy experience if you travel to, say, Aberystwyth and find that the only charging points are run by suppliers to whom you don't subscribe. What do you do then?
Hypothetical question know this is not going to happen
Why should i
Remote hubs are often better as there is a reduced risk of the spaces being blocked by non EVs
N/A
Centralised community charging points seem the most realistic solution
Security and having children/buggies etc
It can take a few hours to charge so how would I be able to stay for that length of time!
I would prefer to have space outside my property made a designated parking space to charge my vehicle.
Depends on how far as I'm disabled
Insufficient i8nformation.
Depends on security
I would prefer to charge it at home when I can do other things
Convenience and poss less busy if remote location.
I would only be prepared to charge my car outside my house as I work from home and use my car for work
I live in Berkshire but I would love visit Wales in my EV for holidays if the EV charging infrastructure was improved
If en route on a regular journey, or town I shop in
I will have limited access to my Garage at the rear of my property.
I would prefer to charge at home.
if within close proximity and was accessible
dependant on the location, with a young daughter may not be practical

If it was within reasonable distance and there were facilities there to use whilst charging, i.e. coffee shop or other shops then this would be OK. It would have to be rapid charging though, such as Chademo or CCS chargers.
Worried about vandalism overnight if not close by
Willing to charge at a hub providing it is possible to walk home , the short distance is a reflection of the wet weather we experience in RCT.
Would be happy to charge it remotely if I was at that destination anyway, i.e. at work, supermarket or shopping.
Depends on the nature of the location
car theft and break in would increase car insurance and cost of excess
The hub would have to be near our house and secure to ensure no thefts.
I don't see a remote location as a workable solution. Outside people's homes is the best way, eventually.
If this hub was somewhere near to where I live or was visiting for another purpose such as shopping tc.
I don't know what that actually means? Remote location? not really!
Because of time required to fully charge battery.
I don't see why I should drive and sit somewhere to wait for my car to charge.
I would want the facility to be secure
As described above
As long as the demand wasn't too high and waiting times long, I think this would be a great public facility and would contribute to a wider consideration of decarbonisation to benefit the local and wider environment
Depends on location
How long does it take?
Possible increase in insurance and for safety reasons
Safety/car theft.
Security, and accessibility.
convivence
It would all have to depend on proximity, cost, length of time it takes to charge.
If I only have street parking, this would be the only option.
Inconvenience
while at the shops or gym
If battery is low may not have enough charge to get to the hub
Not practical for everyone especially people with mobility issues, nor would I want to keep an expensive EV away from my property where it could be damaged or stolen.
Asking as the security

Safety of my car
Would not feel safe. It would also be less convenient. Happy to do so at supermarket or similar however.
Theft. I would prefer to charge my car in a well lit area where I would be confidant to walk home and return to my car without being a victim of crime
As above
it would be dependant on location.
Less convenient with the long charge times and possibly increased costs. Charging at home much more convenient.
Have health issues
I think charging it locally would be a good option to reduce costs
Local community charging area
Security issues these cars are expensive
Nothing to stop anyone removing the charging lead
Because I would be concerned that the charging points would be targeted by vandals. Also, I would not like to leave my vehicle in a remote location to be charged overnight unless there were security precautions in place.
I don't know what that is
You would not want to leave your car in a remote area
im a single parent its not practical
Depends on the location and how remote? As a woman, I'd have to feel safe.
The reason I would have vehicle is I rely on it for work
I don't have the facilities at my home, so happy to drive somewhere to charge- especially if it's somewhere I can park/do something else whilst it's is charging
No, especially with the potential risk of cars being vandalised,
Charge station with convenience store ' coffee shop would be great
Depends on safety etc
I can't imagine that having charging hubs in residential areas would do land/house prices any favours.
Time it would take. Having to queue . Exposed if late as lone female
As a disabled user we would be unable to travel to a charging point
I've got used to it. They had a cafe. It was a bit of a social experience
Unsure
Would not feel safe
Would depend on location
No EV no need for a charging point
If it's not too far, and in a convenient location, it's fine

It depends on whether this is how I'd have to charge every single time, or whether it was mid-journey. Fast chargers, when they work well, can be very good indeed!
I think they should have them in all local authority workplaces.
Safety. Convenience.
Inconvenience
Provided that 50kw super chargers (or faster) are installed people can use these like they do petrol stations. Drip feeding is no good put the structure in now so that we are super proofed
Not really anywhere suitable
Could not see much difference in locations
New vehicle lacklustre to be stolen or damaged.
Only if it was convenient for wherever I was at the time, a massive advantage of running an EV is the elimination of the need to make special trips to refuel, there is electricity everywhere, it just needs to be accessible for charging wherever I want to park. My car is idle 94% of the time, charging should be available wherever that is, no special trips needed.
yes providing its was within walking distance to my house and secure e.g well lit and not in the middle of nowhere.
The inconvenience of it not being outside my house.
Wouldn't want to leave my EV in an unsafe area.
I need quick access to my car do would want charging points very close to my home
I am not sure what is meant by 'remote' and in what circumstances I will be offered that: on a regular basis or occasionally, for example while shopping?
increasing travel by travelling to a hub defeats the object - I will only use my at home electricity to charge
Only if it's rapid charge
Being slightly disabled a remote hub would be an inconvenience
Unless there was an undercover waiting area where you could get a coffee and keep an eye on your car it would raise the risk of the car being stolen or damaged.
Not really sure. Yes but with caveats ie security, time, ease of access
Obviously this depends upon the charging type available at the hub and its intended purpose. From my perspective, remote hubs are useful for charging at 50kW or more, whilst on a journey, or if an unexpected trip occurs and a significant amount of charge is required in a short space of time. If the intent of the hub was to allow a large number of cars to charge whilst owners slept, or were at work, this would be very useful for those EV owners for whom it was impractical to charge at home, although would unlikely be used by me.

I think people have an unrealistic expectation that everyone should have charging available at home. They not able to fill up petrol at home so why electric
Don't know enough about them
I would rather leave my vehicle on or outside my property overnight. Charging in a public area while I'm in work or shopping etc would be fine though

Any Other Comments:

It is expected that there should be money made to cover the cost of installing such infrastructure, maintenance and the electricity consumed but it has to be reasonable and affordable in order to make it appealing to all. If a service is too expensive and not easily accessible, why would anyone bother making a change.
Going from 13p to 26p is a 100% increase, not 50%! I have a hybrid vehicle - not covered in survey. Need access to quick charging points, say 10 mins, for short journeys. Note: battery technology is not good at present, and also environmentally unfriendly.
Electric cars are a way of the future and we have to adapt and move with the times. I'm all for electric cars.
IF EV are so much better the costs for public charging points should be kept as low as possible to encourage people to buy the vehicles.
At the moment I totally agree with the concept of chaning to an EV but in reality its a total non starter (excuse the pun) as there is simply nowhere to charge such a vehicle
Public charging should be seen as a service (as it is necessary and is also vastly better for the environment and air quality), as such there should be minimum profit, I'd like to see them run as not-for-profits, or by CIC's, so that any profits would be invested back into the local community and further support local environmental issues.
Public charging points should be cheaper than home charging, to encourage take-up.
It's important to make sure it's easy to pay (contactless payment) rather than using apps or membership cards.
1. Ensure sufficient supply of fast chargers 2. Think about location - not somewhere where the facility is going to be tied up over and above what the car owner necessarily needs 3. Encourage installation at work places which could then be "booked out" overnight by residents when not needed by staff - eg doctors surgeries etc.
Provide support to enable more people to buy them
Electric cars are very expensive and I use a work van every day I do hundreds of miles a week id be charging every 2 days
25p per kWh would be reasonable and still cheaper than petrol/diesel. That said, the cheaper the cost the more likely take up of EV ownership.

Most EV drivers are familiar with charging costs, most Motorway service fast chargers are 30p per KWh. 50% is probably acceptable although the figure of 26p is a little high.
I am the Headteacher of Ysgol Ty Coch Special School and Acting Headteacher of Parklane Special school. We are committed to being an eco-school and would to install some EV charging points in our car parks for staff and the community to use
Some of the streets in RCT are not suitable for charging points. It must be worth looking into other options in conjunction with car manufacturers for easier methods for charging. Laying cables across the footway just causes more disruption to the highway.
I think vehicle technology has a way to go before it becomes a widely viable option. When it does however I think that it will be necessary for a significant charging infrastructure to be available, especially in a large county with a large rural community like RCT. A fleet of electric buses and council vehicles would have a significant beneficial impact.
If the charger charges at a faster rate than the home charger it become worth paying the extra money for a fast charge
It depends again where the profits of this would be going towards. If it is maintenance only 25%, however if the profits were useable by local community groups and or local businesses to reduce the need for travel (and not managed by the council, but a grants team like pen y cymoedd), then 100% would be acceptable - but only if it met all those terms.
It may be impractical for every house to have an EV charging point, but unless this is done sympathetically, we will see the poorer households yet again paying more as they would be forced to use more expensive charging points. Inequality is a major problem the world over and if those who can't afford to fit their own EV points end up paying 100% more it would be a travesty.
The council shouldn't look to monetise this, but support existing council tax payers in having the choice to have an EV
It depends on the speed of the charge. If it takes 8 hours at home, but 2 hours at a charging point then you have to pay for the better service and the costs of the installation.
No cost/free
Focus on range of vehicles so opportunity charging is not necessary, with charging centred around at home or work place which is less costly than commercial charge points.
In ques 12 your arithmetic is odd. 13p plus 50% is 19.5p by my calculation.
To get people to invest you have to make it affordable on a daily basis. The vehicles cost enough already so to then there needs to be an incentive to get them to do this.
Public charging points should be cheaper not more expensive than at home.

The public need to know about government grants for charging points with off road parking and the council needs to start taking advantage of the funding that they can access. As far as I am aware Western Power are obliged to make any changes required at no cost to residents upgrading fuses or changes to a looped supply are free and funded by UK government. Local power distribution networks such as Western Power are paid to do the work through Government funding. Happy to help create a how to guide in partnership with Friends of the Earth
I relation to Q13. A prime promotional point for EV's is the saving in fuel cost over ICE vehicles. Regardless of the trend in EV' purchase costs the premium for charging at a public point must ensure that, that differential is maintained.
Can't we charge for free if the charging points were powered by solar panels or wind.
If EV is cheaper to run then why wouldn't we wish to own one
Unless charging is provided at home i dont think ownership will increase. A lot of the time you cant park outside your home so this will be a big blocker. Good luck.
I can't answer the previous question as I don't know how it compares to the cost of a tank of diesel.
I do not understand the question.However my military experience of Batteries in Artic conditions makes me fearfull of the effect cold weather causes,as it seriously reduces the Battery storage capacity,so making a long trip could well be a nightmare for many.To rely on Battery power alone....can be a risk?
Electric cars are not practical in the valleys with terraced houses the norm. There are enough problems with parking already without having to fight to recharge your car if their numbers increase. I understand the green agenda but in this area electric cars are a long way off being accepted as the are impractical for most people.

Some useful stats for RCT: Approximately 233,900 people live in RCT in 94,533 households. 70% of households own a car and approximately 25% of households own 2 cars. 75% of people use a car to travel for work. While this figures are from the 2001 census stats they're still a useful guide that public bodies use to plan https://senedd.wales/NAfW%20Documents/rhondda_cynon_taf.pdf%20-%2018042008/rhondda_cynon_taf-English.pdf Based on the above we can estimate that there were approximately 95,000 cars in RCT in 2001. With car ownership growing in the UK by 2.5% per annum we can assume overall car ownership in RCT is now approximately 145,000 & by 2031 could be as high as 170,000. In 2019 10.3 million cars in were bought in the UK, almost eight million of which were used cars. So by 2031 there may be as many as 34,000 new EV cars looking for a charge point in RCT, rather than 8,000. Your conversation is very clearly geared towards putting in place public charge points however you will be unable to meet the projected demand by the end of the first year of your strategy. There are no questions around supporting residents to put in pavement charge points. RCT Council "You don't think we're just going to fit EV charge points everywhere!" RCT Resident "Yes. In the end, you will. Because RCT street care & highways simply cannot control thousands of residents, if those resident's all buy EV cars from 2030 onwards and want to install pavement charge points"
There should be a minimal difference in cost.
Many businesses cars are now ev so they need access to fast charges.
it should be the same.
Your calculation does not account for capital cost of installation. In addition some people do not have option of installing at home e.g. renters.
didn't really understand question 12 as i think the charge should be the same wherever you plug in
I think costs should be minimal if you want the public to effectively engage with electric cars.
all new shoping malls and housing should inclued public or private access to a charger
The general public do not appreciate the cost of installation and service/running of such units. Who maintains them and at what cost?
Public accessible charging points should cost the same as in my house, the government will be forcing us to buy electric cars after 2030 so they or you the council should provide us people who don’t have off street parking with a way to charge these cars that we are going to be forced to buy!
Would try and charge at home to maximise the savings but i also have solar panels so the energy used could be truly green
Penalises people who can’t charge at home

I think that as a council you haven't thought this through, the valleys are one of the most deprived areas in Wales, people only just get buy on the low wages they earn. All of the higher earners that have moved to the valleys because its a cheaper area to live will be fine as they can afford EV's, then the poorer will be left with no work and no money to live because tthey can't afford an EV.
Needs to be appealing and relatively inexpensive to encourage people to go electric for the environment
Not even 25% when terraced homes and flats without private drives or parking spots have no choice in the matter, and cannot have home charging access.
If the authority is genuinely committed to reducing the carbon footprint, public charge points should be part subsidised. I fear the authority will use it as an opportunity to profit from its residents under the guise of a green scheme by charging above cost for the electricity used. We already pay a contribution to the infrastructure via council tax. To make an impact, this needs to be affordable for everyone.
I think there should have been an option for question 11 stating the same cost?
While I would be looking to buy an electric car by 2030 I am not happy about the safety aspects of them. Batteries are not safe for disposal and cause pollution. Electricity is not so easy to put out in a crash and the people attending would need safety equipment. I think a lot more thought needs to go into the thinking on electric cars
How is this greener when the electricity being used may not be from a green scource and the element used for the battery is being dug out of the earth and dredged up in vast quantities in our oceans???
I am concerned that there doesn't appear to be any regulation around costs that you may pay at difference charging points. Costs may go up or down in the future of course. It would be useful if we could have some sort of cost calculator for residents to compare cost of going electric v petrol / diesel. Also - will EV charger energy come from sustainable / green energy sources as otherwise it defeats the overall objective.
Your maths in your example is wrong. 100% more is 26p/kwh
The increased charge is only acceptable if charge times are faster
no
Question 12 is numerically incorrect as 50% more than the standard 13p/kwh is 19.5p/kwh; This could skew data. One fear of owning a EV is not charging it the night before and getting stuck someplace with no charge points, therefore, by increasing places with charge points that fear is reduced.
The cost of charging at home compared to away is almost irrelevant -- at present we pay for fuel at a fuel station -- the comparison I would need to see is how much it costs to run an electric car compared to a petrol one, taking into account cost of fuel and cost of chargin.
To encourage use it would be beneficial to make them more cost effective than home charging
important that workplaces have them.
If the costs are too high, then the uptake of EV will be limited
I would only be prepared to pay the premium as long as my vehicle is in a secure environment

A business, organisation or community based EV leasing scheme would be useful if supported by the Council to set up (and could potentially give greater economies of scale if a community based buy-in / greater demand).
Plus Isn't 26p a 100% increase from 13p, rather than a 50% increase....
I asked Andrew Morgan about the developments at the country park and said I trusted there would be electric charge points as part of he redevelopment, and he said yes there would be. None have appeared, and this kind of thing is the very first basic thing to do before thinking about complicated infrastructure - chargers in car parks and destinations.
your charging figures and % increase figures are incorrect in question 12 ie. 50% on top of 13p is not 26p that equates to a 100% mark up. For those of us who do not know how many KWh it will take to charge a car, what does this mean in practice of costs to charge a car? How far can you get on a single charge?
Can't work in valley terraces
Should not be seen as a way to make unacceptable profit margin, let's be mindful electric cars should enhance our move to green environment, not a way to financially gain
How many people will not be able to afford these cars? Unemployed, pensioners, single parents etc.
I would say 5% for the inconvenience of having to charge the car
I remain sceptical about the use of EVs other than for relatively local journeys. The time taken for re-charging mid journey on longer journeys of 150 miles + is a disincentive. The lack of certainty about the location and availability of distant charging points is a concern - see answer to Q10 - as is the prospect of running out of battery charge in isolated locations. The cost of EVs is excessive. The battery technology is not yet perfected. Will the Grid be able to provide sufficient electricity to power all these intended EVs?
good ideas for saving the planet but look at the larger picture firstly. This will have little or nil effect on the environment. More public cheaper transport is the way forward and the future.
There are too many background costs to the environment with EV to make them a viable option
I only pay £5p per KWH at home, but would be happy to pay more for a reliable charger whilst travelling to areas away from home.
I would prefer to use one at a shopping centre, school, leisure centre or office
Answers my question from above so people who don't have drives are penalised. Shame
Make desiccated parking outside your house
Cheaper the better
I don't know how much it would cost to have a charging point installed in my garage,
My son has an EV and it's easier to charge at home and not have to go to a designated charging point and sit waiting for a top up charge

The cheapest at home charger is approx 15p kwh. Some companies give loyalty discount to same price as at home chargers if sign up to scheme. Having a variety of charge points from diff companies would give choice to locals so could choose which company to go with. Would also help to keep cosots down by not encouraging 1 company monopolising the market (like ecotricity having sole monopoly at motorway service stations.... other than tesla points).
All public visitor car parks in Wales should have a mix of both 7-22kW fast chargers and 50-100kW rapid chargers and accept payment by card without the need to signup to a charging network
I can't quantify what the p/KWh is without understanding more about how much electric is needed for a particular make/model of car and therefore I have chosen the smallest %. I feel this question is not fit for purpose and needs to be amended.
the people of the S Wales valleys should not be financially penalized if they do not have access to home charging. Very few terraced houses have drives, garages etc
There needs to be more infrastructure to charge from home, so residents can benefit from the low rates available. For residents who live in terraced streets there should either be chargers attached to the street lighting, or each house has a charging point that is cabled under the pavement. The public chargers should be for people to use in an emergency - and they MUST be maintained! many times I have turned up at a charging point very low on battery only to find it to be out of order. This MUST be addressed!
50% more than 13p/KWh equals a total of 19.5p/KWh. 100% more than 13p/KWh equals 26p/KWh. Maybe you intended to mention that charging at home could be half the price of charging in public....?
Its hard to say how much higher costs I would pay for public charging without understanding why its needed, as public charging would likely be less convenient than home charging for me. For those who do not have a private drive (who are more likely to be on a lower income) it seems unfair for them to be charged more to drive an electric vehicle.
Electric charging points need to be cheaper than filling your car with petrol or diesel otherwise there is no incentive for many people.
My home tariff is 5p/kWh ,I wouldn't really be happy with 25%
If cost of home charging is less why opt for public charging points. Unless very many of these are made available I would envisage having to queue to charge my car.
It would be useful to understand the difference in comparison to conventional fuel costs
we went from diesel as a preferred fuel, back to petrol, now lithium batteries what next? number of miles limited to travel before requiring charge, people who line in terraced houses without drives how are they going to cope, the national grid cannot cope now with sudden energy surges, the uk infrastructure does not lend itself to electric cars. better to spend money on improved bus and train services.

Firstly, an additional 50% on 13p/KWh is 19.5p/KWh, 26p is twice that of 13p, therefore it's 100% more. I appreciate there would have to be an additional cost to cover the investment in setting up this infrastructure, but it can't be cost prohibitive for people to use them otherwise it defeats the object. It would be helpful for people to know how much on average it costs to fully charge a vehicle of this type in order to base a comparison of using public charging points versus a home unit and that of perhaps running a hybrid.
I don't think there should be an additional charge for using a public chargers. We should be encouraging people that owning an EV is becoming a more viable option. We shouldn't discourage people by the increased costs if you do not have access to a personal charge point.
The cars are too expensive,
Due to the geography of RCT and the fact that many residents park on main roads if all vehicles are electric and charging hubs were installed every 100 yards you'd have a labyrinth of wires that could cause trips and also the potential to become damaged etc. On the other hand if this isn't done then resident wouldn't be able to charge their cars as I can't imagine to many people having access to public car park for charging near their homes, an alternative is that every kerb had a socket installed say every few feet and a central hub in every street or mobile application where the car owner can put in the car details, plug ID number and purchase electricity. Happy to help with any further feedback.
It as to be cost affective to own one at present they are far to expensive to buy
Charging points need to be provided across the borough, street by street in order to cope with the number of electric vehicles that will be on the roads by 2030. Your estimate as to numbers appears to be somewhat low based on the available predictions. So, you would be creating a plan that was under-resourced.
I would prefer to charge my car within walking distance of my home. I feel by only having charging stations at supermarkets only encourages people to enter the shop and spend money which they may not have spent, I would also like charging stations to be time efficient for example; if I need to charge my car before work I would have to leave 15-30 minutes earlier where as if I could I do this more locally it would not be wasted time, as I can put my car on charge walk home and return 1/2 an hour later
This answer is due to working from home and bills have increased already
If it is 13p at home, then 26p is 100% more, not 50% more
No
Nearly impossible to park as properties are terraced in the Rhondda we would be unable to access install grants so we would be disadvantaged compared to rest of UK
It would be good if there was some way to adapt a home electric supply to be the charging point

Less than 25% would be better
Depends on the speed of charging, the higher the speed the greater the investment in infrastructure would be required and the more likely someone with a compatible car may be willing to pay to charge at that rate. Also in the question 13p/kWh vs 26p/kWh is an increase of 100% not 50%.
There will eventually need to be charging points at every possible location for people with on street parking only. There also need to be an education of residents so we don't wake up after charging overnight to find they have been all unplugged. Possibly the need for marked parking bays in all on street parking locations with kerbside charging points these parking spots should be dual use for fossil fuel cars and ev but the infrastructure does need to be in place before demand outstrips supply. Anyone with off-street parking should be encouraged to add charging points for themselves. Its simple maths that if currently say 50% of owned vehicles are less than 10 years old then it stands to reason that by 2040 50% of cars owned in rtc will be EV as that is all people will be able to purchace as new. So simply put if there are 50,000 cars in RTC then within 20 years you are going to need 25,000 charging points.from a cost perspective why should someone who has to use on street charging be charged more than someone with a drive. From an infrastructure installation perspective if you need to place one then why not place 20. Run the cables and install the points. Mark the EV only ones in one colour and the ones that anyone can park in in a different colour eg blue for EV and white for anyone. The same as disabled parking but this needs to be enforced to discourage inappropriate parking. This is also only a solution for.plug ins. There will be self driving and induction charging so are there going to be induction coils built into the main roads that will charge the cars as they drive down them. Or designated induction points so that the self driving cars can go to them in the evenings charge and then drive back to the home owners place so the next one can go to it and charge by them selves.
Need to consider making access for traditional properties
If the charging points in say shops where fast charging I would be more inclined to use them
There would have to be so many accessible charging points that it would be impractical in this area. Some people have more than one car. Better to have a much improved network of small electric buses to transport people. There seems to be an assumption that everyone can changeover to EV. The needs of Elderly citizens, ,those on low incomes, disabled people do not seem to be considered.
Octopus were doing home charging for 5p/KWh.
As EV take-up increases, charger pricing SHOULD come down to be more competitive. 40% of households have no access to off-street parking, so for EVs to ever be fully successful, chargers need to be commonplace and affordable, or people will not want to switch from their ICE cars
I would happily pay more to use a faster charge point in a public location

They need to be placed at all service stations and petrol stations.
Most Valleys streets will need to use public charge hubs dont price people out of the market. Take a look at ChargePlacesScotland. Most of their charging network (which is expansive and inclusive and growing daily) is free of charge with a £20 annual fee for a RFID card. Not all are free but their EV network is huge. Also look at such things as Falkrik EV Hub we have plenty of room to create such facilities. In strategic locations RCT could be cover with 5 good and substantial hubs
Disabled car, very limited parking here, if you implemented no parking on pavements as recently suggested, will not be able to charge car anywhere near my home without considerable inconvenience.
I would quite happily pay up to 26p kwh providing the charge point is reliable and conveniently situated to my property.
As low as possible.
I really wish to embrace electric cars but fear that increasing demands for power will hike up the cost of electricity at home. This may affect poorer people.
Public charging facilities should be made cheaper than home ones in order to become attractive.
none of the above - it needs to match at home costs
If the government are intent on addressing pollution and climate change, the infrastructure has to be properly planned and fit for purpose. The target for EV's is not realistic until the public are confident that infrastructure is fully in place. The current situation does nothing to encourage me to buy an electric car. I now have a self charging hybrid which I see as an acceptable compromise to reduce emissions. Electric cars are also extremely expensive.
(psst..50% more than 13p/kWh would be 19.5p/kWh. 26p is 100% more.)
Excellent opportunity for town centres to compete with supermarkets. Good charging facilities will attract shoppers to stay longer while improving air quality
The biggest barriers to EV for me personally are range and vehicle cost not charging. However with the houding stock in RCT i simply don't get how charging is supposed to happen. Someone more creative than me will need to explain how the majority of the populace with 2 cars and a van, or similar, is supposed to manage an EV with their current charge requirements
Why should public fast charging be so expensive. RCT have agreed to all the wind turbines on our landscape, surely this should let the public have cheaper electric