

# Transport for Wales (TfW)

## EV (Electric Vehicles) charging project at railway stations

### How is TfW supporting Welsh Government

In support of Welsh Government's EV Charging Strategy for Wales [Electric Vehicle Charging Strategy \(gov.wales\)](https://gov.wales/electric-vehicle-charging-strategy) TfW's latest remit letter from Welsh Government requires TfW to deliver two EV charging point projects:

1. ROAD - Procurement of an operator to install, operate and maintain EV rapid charging infrastructure covering the Strategic Roads Network (SRN) in Wales.  
PREVIOUSLY CONSULTED UPON AND NOT THE SUBJECT OF THIS EXERCISE
2. RAIL - Procurement of an operator to install, operate and maintain EV fast charging infrastructure at Wales & Borders railway stations.

*Currently, the rail project is at the pre-procurement stage, with the intention to go to tender later in 2021 (calendar year).*

### Primary objective

To install electric vehicle fast charging points in as many car parks servicing stations on the Wales and Borders network as possible, including the Core Valley Lines, by securing a suitable Charge Point Operator (CPO) to install, manage and maintain charging points.

### Secondary objectives

- Ensure all geographical regions are represented.
- Ensure installation of at least two fast charging points are installed at each location.
- Install passive provision to future proof sites for additional charging point rollout as demand increases and minimise disruption to customers.

### Why fast charging?

In the context of railway stations, where station car parks are broadly regarded as long-stay facilities principally used by rail commuters, fast charging (7KW) points are considered suitable as vehicles may be parked for several hours on a given day, allowing sufficient time to receive ample battery charge.

TfW proposes to install at least two fast (7 kilowatt) charging points in as many car parks within 500 metres of a Wales and Borders station as possible. As this is intended as a minimum requirement, additional charging points may be installed at locations where site characteristics allow, or where proposed by the CPO.

### In-scope stations and criteria

Approximately 150 stations are in-scope. Of the in-scope stations, 19 have some form of parking tariffs and/or enforcement in place, 27 are located on the Core Valley Lines, 19 car parks have less than 10 parking spaces, while 71 car parks may have some form of third-party ownership.

Other useful information:

- Network-wide approach – Wales & Borders rail network, including railway stations on the Core Valley Lines and English stations that are on the network.
- Includes stations where car parks form part of the lease to operate rail services by Transport for Wales, as well as car parks close to station facilities (500m) that support rail commuters. Such sites are owned by third parties, including Local Authorities.
- General criteria for site inclusion: availability of long-stay parking, car park is hard-surfaced, no other EV fast charging is present.

Of 248 stations supporting services on the Wales & Borders network, approximately **150** meet the general criteria and are in-scope, broken by region.

- North & Mid Wales: 52
- Mid & West Wales: 34
- South-East Wales: 51
- Borders: 16

Other types of EV charging not in scope of this project:

- Slow (home), or rapid/super rapid charging.

### **Procurement**

The project has identified at least six different ownership scenarios affecting the ownership and management of car parks associated with the railway. Coupled with the number of in-scope sites, it is important that the project is delivered in phases to ensure learning from earlier activities is built into future delivery phases.

TfW is currently investigating the most appropriate approach for procuring services. However, to ensure continuity, consistency and, ultimately, a positive customer experience, the project will be competitively tendered with the contract awarded to a single CPO to install, operate and maintain charging points.

TfW does not seek to own charging point assets and proposes that ownership is retained by the CPO.

Relevant details (for confirmation once the procurement approach is finalised):

- A concession agreement will be established between the CPO and the landowner(s), including any revenue sharing arrangements. The concession will need to ensure commercial attractiveness.
- Charge Point Operator will be responsible for final agreement with landowners and agreeing grid connection works with the DNO (Distribution Network Operators).
- TfW is currently obtaining budget quotes from the relevant DNO for all in-scope locations.
- The expectation is that charging points are commercially operated with the customer paying to charge their vehicle.
- TfW may seek to provide financial assistance if deemed appropriate, such as grid connections.