



One of the key infrastructure policies in the [UK Government's Industrial Strategy](#), is to support development of infrastructure for electric vehicles (EVs) through investment of £400m in charging infrastructure and £100m to extend the plug-in car grant. These developments are key to the Government's [Clean Growth Strategy](#) and part of the [global push for EVs](#).

While there are [some concerns](#) that the government is falling behind on its targets for EVs, banning petrol and diesel cars may just be the push that consumers needed. EVs are now [increasing in popularity in the UK](#) and historic concerns about poor performance and limited range are changing. The [best electric cars today](#) can – at a price - surpass 300 miles of range, produce 0-62mph times to rival supercars, and even offer 7-seat variants for those who need space and practicality above all else.

So far so good; but as the number of EVs rises so will the infrastructure – and specifically the charging infrastructure - requirements. Figures released at the end of 2017 show that the the UK added less than one new public charging point for every six new plug in vehicles. The figures make particularly [grim reading for early adopters in Wales](#), where, despite having around half as many plug-in vehicles as Scotland, it has just a tenth of its total of rapid chargers.

Of course, people can charge their cars at home but this has two implications. The first is that people may [become concerned](#) about the lack of charging points - which may slow the adoption of EVs. The second is that an increase in charging vehicles at home may have [significant and serious consequences for grid capacity and stability](#). Local networks in particular could face significant problems.

### Implications for Gwent

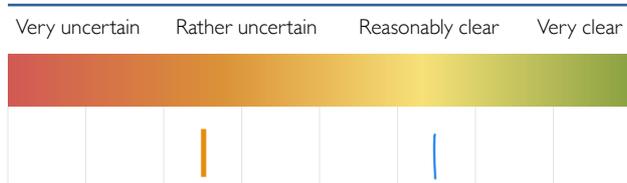
Electric charging infrastructure will be crucial for the successful uptake of EVs and the [availability of public charging points](#) in Gwent – and in Wales – will need to increase significantly.

Around one third of car owners live in terraced houses or in flats and therefore have no access to off street parking. For them, plugging in overnight is not yet an option and so innovative solutions – such as [converting street lights to charging points](#) or [adopting a workplace charging scheme](#) – are going to be required. But things are slow to get off the ground. [A recent government scheme where councils could bid for funding](#) for 75% of the cost of installing charging points received applications from only five local authorities.

Government has created a new £4.5million fund and is urging councils to bid this time. We're likely, too, to see [rapid developments in charging networks](#) and new energy storage technology that may soon mean [charging takes minutes rather than hours](#).

Which is all good news as long as people can actually recharge locally. This is going to be important for more than residents; leisure and business drivers will need to feel confident that they have access to power once they enter the region. Or else, there's a danger they won't.

How might the issue impact on Gwent in the future



How might Gwent public services respond?

