Agenda Item No: 15

Meeting of:	**Cabinet**
Date of Meeting:	**Thursday, 19 November 2026**
Relevant Scrutiny Committee:	Place Scrutiny Committee
Item which the Chair has decided is urgent (Part I) **(If yes, why)**	Not applicable
Urgent Decision Procedure Used (15.14 of the Constitution) **(If yes, why)**	Not applicable
Item Type	Part I
Report Title:	Cross-Pavement Electric Vehicle (EV) Charging Trial
Portfolio Holder:	Cabinet Member for Neighbourhood and Building Services
Strategic Leadership Team:	Director of Environment and Housing
Lead Officer:	Head of Neighbourhood Services

1.0 What is this report about?

1.1 This report seeks Cabinet approval to introduce a 12-month trial of a managed scheme that would enable residents without access to off-street parking to apply for the installation of approved cross-pavement electric vehicle (EV) charging solutions. The trial is intended to provide residents with a safe and practical means of charging electric vehicles from their home electricity supply whilst maintaining the safety and accessibility of the public highway. The approach reflects emerging national guidance and builds upon similar schemes that have been introduced by a growing number of Local Authorities across the UK.

1.2 The proposed trial will be operated on a cost-neutral basis to the Council, with all costs associated with applications, approvals, installation, maintenance and any necessary statutory consents to be met by the applicant.

1.3 Applications will be considered by the Council in its capacity as Highway Authority and assessed against a set of temporary guiding principles attached at Appendix A. Approval of an application will be subject to site suitability, highway safety considerations and compliance with the requirements of the trial scheme.

1.4 The report recognises that planning permission and other statutory approvals may be required in certain circumstances. Responsibility for obtaining any necessary permissions will rest with the homeowner prior to installation proceeding.

1.5 The trial will enable the Council to assess demand, operational implications, highway safety considerations, customer experience and wider policy considerations before determining whether a permanent scheme should be introduced.

1.6 The proposal is not intended to replace the Council's wider programme of public electric vehicle charging infrastructure. Rather, it seeks to provide an additional option for residents who do not have access to off-street parking and wish to utilise their own domestic electricity supply. The proposed trial is therefore intended to complement, rather than replace, existing and future public charging provision within the Vale of Glamorgan.

1.7 The Council's role is limited to assessing applications and granting approval as Highway Authority. Approval does not transfer ownership, maintenance responsibilities or liability to the Council. The applicant remains responsible for all costs and risks associated with the installation and use of approved charging infrastructure.

1.8 A further report will be presented to Cabinet at the conclusion of the trial period setting out the findings, lessons learned and recommendations for the future development of a longer-term policy framework for cross-pavement EV charging solutions within the Vale of Glamorgan.

2.0 **What are the Recommendations?**

	Recommendations – What and How?	**Reason for Recommendation – Why?**
2.1	That Cabinet considers and approves the introduction of a 12-month Cross-Pavement Electric Vehicle Charging Trial within the Vale of Glamorgan to enable residents without access to off-street parking to apply for approved cross-pavement electric vehicle charging solutions.	To enable residents without access to off-street parking to safely access domestic electric vehicle charging facilities while maintaining the safety and accessibility of the public highway.
2.2	That Cabinet approves the Temporary Guiding Principles attached at Appendix A, which will be used by the Council in its capacity as Highway Authority to assess and determine applications received during the trial period.	To provide a clear and consistent framework for the assessment and determination of applications during the trial period.
2.3	That delegated authority be granted to the Director of Environment and Housing, in consultation with the Cabinet Member for Neighbourhood and Building Services, to implement and administer the trial, including the development of application procedures, permit arrangements, technical requirements and operational processes necessary to support the scheme.	To enable the efficient implementation and operation of the trial scheme.

	Recommendations – What and How?	Reason for Recommendation – Why?
2.4	That Cabinet notes that the trial will operate on a cost-neutral basis to the Council, with applicants responsible for all costs associated with applications, approvals, installation, operation, maintenance and any statutory consents required in connection with the scheme.	To ensure that the trial is delivered without creating additional financial pressures or liabilities for the Council.
2.5	That a further report be presented to Cabinet following completion of the 12-month trial period to evaluate the outcomes of the trial and provide recommendations regarding the future development of a permanent policy framework for cross-pavement electric vehicle charging within the Vale of Glamorgan.	To enable Cabinet to consider the findings of the trial and determine future policy arrangements based upon local evidence and operational experience.

3.0 What is the background to this report?

3.1 The transition to electric vehicles (EVs) is a key component of national and local efforts to reduce carbon emissions and improve air quality. As the number of electric vehicles continues to increase, there is a growing need to ensure that suitable charging infrastructure is available to support residents wishing to make the transition from petrol and diesel vehicles. The Council's commitments under Project Zero recognise the importance of enabling sustainable transport choices and supporting the decarbonisation of travel across the Vale of Glamorgan.

3.2 Whilst residents with access to driveways or other off-street parking can typically install domestic charging infrastructure and benefit from lower electricity tariffs, many households across the Vale of Glamorgan rely upon on-street parking and do not currently have access to a convenient home charging solution. As a result, these residents are often dependent upon public charging infrastructure, which can be less convenient and more expensive than charging at home. This presents a potential barrier to the wider uptake of electric vehicles.

3.3 Historically, residents without off-street parking have occasionally sought to charge vehicles by trailing charging cables across the public footway. Such arrangements can create obstructions and trip hazards for pedestrians and may present accessibility issues, particularly for wheelchair users, people with visual impairments, and those with pushchairs or mobility aids. The Department for Transport and the Office for Zero Emission Vehicles have subsequently published guidance recognising cross-pavement charging solutions as a potential means of enabling safe domestic charging whilst reducing the risks associated with trailing cables.

3.4 In response, a growing number of Local Authorities have introduced, or are trialling, managed cross-pavement charging schemes that allow residents to install approved cable channels within the highway, subject to suitability assessments and defined approval processes. Authorities including Milton Keynes City Council, South Gloucestershire Council,

Enfield Council and Richmond upon Thames Council have adopted similar approaches to support residents without access to off-street parking whilst maintaining the safety and accessibility of the highway network.

3.5 Having reviewed national guidance, emerging best practice and the experiences of other Local Authorities, the Council has explored the feasibility of introducing a controlled trial within the Vale of Glamorgan. The proposed approach seeks to balance the need to support the transition to electric vehicles with the Council's responsibilities as Highway Authority to ensure that the public highway remains safe, accessible and fit for purpose.

3.6 The purpose of the proposed 12-month trial is to provide an evidence-based approach to assessing local demand, operational requirements, highway considerations and resident experiences before determining whether a permanent policy should be developed and adopted. The findings of the trial will be reported back to Cabinet, together with recommendations regarding any future implementation arrangements.

4.0 What issues are there to be considered?

4.1 The provision of charging solutions for residents without access to off-street parking is an emerging area of policy across Wales and the wider United Kingdom. As electric vehicle ownership continues to increase, Local Authorities are increasingly exploring measures that enable residents to safely access domestic charging whilst protecting the safety, accessibility and integrity of the public highway.

4.2 Within Wales, several Local Authorities have begun trialling or evaluating cross-pavement charging technologies. Blaenau Gwent County Borough Council became the first Welsh Local Authority to introduce a trial of through-pavement charging channels, enabling residents without driveways to safely charge electric vehicles from their home electricity supply. Similarly, Swansea Council, working in partnership with Transport for Wales and Welsh Government, has commenced a pilot scheme to assess the suitability of cross-pavement charging infrastructure within the Welsh highway environment. Closer to the Vale of Glamorgan, Newport City Council has also been trialling cross-pavement charging solutions to support residents without access to off-street parking.

4.3 These initiatives reflect a growing recognition that residents without access to driveways can face significant barriers to electric vehicle ownership. Whilst those with off-street parking can often benefit from the convenience and lower cost of charging through their domestic electricity supply, residents reliant on on-street parking may be dependent upon public charging infrastructure, which can be less convenient and more expensive. In some circumstances, residents have sought to trail charging cables across public footways, creating potential safety and accessibility concerns for pedestrians and other highway users. The introduction of approved cross-pavement charging solutions seeks to address this issue through the provision of a safe and controlled means of routing charging cables between a property and a vehicle parked on the highway.

4.4 In developing the proposed approach, officers have also had regard to guidance published by the Department for Transport and Office for Zero Emission Vehicles. Although that guidance applies to England, it provides relevant technical and operational good practice which has been considered alongside applicable Welsh legislation and Welsh Government guidance. These documents emphasise the importance of safety, accessibility, inclusive

design and protecting the operation of the highway whilst supporting the transition to lower emission forms of transport.

4.5 Beyond Wales, authorities including Milton Keynes City Council, South Gloucestershire Council, Enfield Council, Richmond upon Thames Council and Kirklees Council have implemented or are introducing similar arrangements. Whilst local approaches differ, common principles have emerged including site-specific assessments, clear highway safety requirements, applicant-funded installations and recognition that approval does not grant any exclusive parking rights on the public highway.

4.6 Having reviewed national guidance, emerging best practice and the experiences of other Authorities, it is proposed that the Council introduces a 12-month trial of cross-pavement electric vehicle charging solutions within the Vale of Glamorgan. The trial is intended to provide a safe and consistent framework through which applications can be considered whilst enabling the Council to assess demand, operational impacts, customer experience, highway safety implications and future policy requirements.

How cross-pavement charging will work

4.7 Cross-pavement charging solutions generally comprise a purpose-designed channel installed flush within the footway surface between a residential property boundary and the carriageway. The channel provides a protected route through which a charging cable can be temporarily placed whilst an electric vehicle is being charged. Once charging has been completed, the cable is removed and the channel remains flush with the footway surface.

4.8 The charging channel itself does not provide electricity nor does it function as a charging point. Its purpose is simply to provide a safe means of routing a charging cable across the public footway whilst minimising the risk of trip hazards and maintaining accessibility for pedestrians.

4.9 Residents may choose to charge their vehicle using a standard domestic three-pin socket, where considered appropriate, or alternatively through a dedicated domestic electric vehicle chargepoint installed at their property. Dedicated chargepoints commonly provide faster charging capability and are often installed externally on the dwelling. The choice of charging equipment remains entirely a matter for the applicant and the Council will not prescribe, install or maintain charging equipment as part of the proposed trial. All costs associated with charging equipment, electrical installations and electricity consumption shall remain the responsibility of the applicant.

4.10 It is proposed that the scheme operates as a 12-month trial to enable the Council to gather operational experience and evaluate the practical implications of introducing cross-pavement charging solutions within the Vale of Glamorgan.

4.11 The trial would be administered by the Council in its capacity as Highway Authority and all applications would be assessed against the Temporary Guiding Principles attached at Appendix A.

4.12 The proposal does not grant an automatic right to install a cross-pavement charging solution. Each application would be assessed on its individual merits and approval will only be granted where the Council is satisfied that the installation can be accommodated safely and without unacceptable impact on the highway, pedestrians, local amenity or environmental assets.

4.13 Residents wishing to participate in the trial will be required to submit an application to the Council for consideration. Applications will be subject to an assessment and consideration of matters such as highway safety, existing footway infrastructure, impact upon trees, and landscaping and specific restrictions in conservation and heritage areas.

4.14 The Council will need to reserve the right to approve or refuse any application based upon the outcome of the assessment process.

4.15 To ensure consistency of workmanship, compliance with highway standards and protection of highway assets, applicants will be required to utilise a cross-pavement charging solution and installation process approved by the Council as Highway Authority. This approach will ensure that any product installed within the public highway meets the required technical and safety standards whilst providing flexibility for the Council to consider different technologies as the market continues to evolve.

4.16 For the purpose of the trial, the Council will initially accept permit applications for the installation of either the Kerbo Charge or ACO Charging Channel system. The Highways Service will assess alternative systems against the Council's technical and safety requirements as they become available and may add suitable products to the approved list during the trial period. Details of the approved systems and associated requirements will be clearly set out as part of the application process, enabling applicants to select from the permitted technologies while allowing the Council to assess multiple approved solutions before determining any longer-term approach.

4.17 Responsibility for obtaining any planning permission, listed building consent, permitted development confirmation or other statutory approvals that may be required shall remain solely with the applicant.

4.18 Approval under the proposed Highway Authority process will not remove any requirement to obtain separate permissions that may be necessary under planning, heritage or other legislative regimes.

4.19 The proposed trial is intended to operate on a cost-neutral basis to the Council. All costs associated with the application process, installation, permits (the Council’s costs to facilitate any applications, as detailed in the finance section), statutory approvals, electrical works, charging equipment, maintenance, repairs and future replacement of equipment shall be met by the applicant.

4.20 The Council will not provide funding, grant assistance or financial contributions towards installations undertaken as part of the trial.

Highway considerations

4.21 The Council has a statutory responsibility to maintain a safe and accessible highway network for all users. As such, maintaining accessibility for pedestrians will remain a primary consideration throughout the assessment process.

4.22 Particular consideration will be given to the needs of wheelchair users, mobility scooter users, visually impaired pedestrians, parents with pushchairs and other vulnerable highway users. Applications will only be supported where adequate accessibility can be maintained and where the installation can be accommodated safely within the highway environment.

4.23 The Council will also seek to protect environmental and heritage assets. Applications may be refused where installations would adversely affect Conservation Areas, listed buildings,

highway verges, landscape features, street trees or other environmentally sensitive locations.

4.24 The Council will not support installations that require the cutting, damage or severance of established tree roots. Where a proposed installation cannot be accommodated without unacceptable impact upon existing trees or their root protection areas, the application will be refused.

4.25 Approval of a cross-pavement charging channel does not create a dedicated parking space, confer exclusive parking rights or reserve any area of the public highway for use by the applicant.

4.26 Residents should recognise that on-street parking remains available to all lawful highway users and there may be occasions where a vehicle cannot be parked immediately adjacent to the charging channel due to existing parking demand or other highway conditions.

4.27 Applicants must therefore acknowledge that any investment in charging equipment or cross-pavement infrastructure is undertaken at their own risk and that the Council cannot guarantee continued access to a parking space outside or close to their property. No compensation or reimbursement shall be payable where access to a preferred parking location is unavailable.

Monitoring and Review

4.28 The trial period will enable the Council to assess levels of demand, application success rates, operational implications, customer experience, highway safety issues, compliance with permit conditions and any maintenance considerations arising from the scheme.

4.29 The findings of the trial will be reported to Cabinet following completion of the 12-month period. This review will consider the effectiveness of the Temporary Guiding Principles, lessons learnt during the trial and recommendations regarding the future development of a permanent policy framework for cross-pavement electric vehicle charging solutions within the Vale of Glamorgan.

5.0 How has evidence been used to inform the report, including the views of others?

5.1 The recommendations contained within this report have been informed by a review of national policy, best practice guidance, the experiences of other Local Authorities, emerging industry developments and increasing resident enquiries relating to electric vehicle charging for properties without access to off-street parking.

5.2 Officers have considered guidance published by the Department for Transport and the Office for Zero Emission Vehicles within Cross-Pavement Solutions for Charging Electric Vehicles, which provides specific advice to Local Authorities regarding the assessment, approval and management of cross-pavement electric vehicle charging solutions. The guidance identifies cross-pavement charging channels as an emerging solution capable of enabling domestic EV charging whilst reducing the risks associated with trailing cables across public footways. It also highlights the importance of accessibility, highway safety, maintenance responsibilities and Local Authority governance arrangements.

5.3 Consideration has also been given to the Welsh Government's Electric Vehicle Charging Infrastructure: National Standards, which promotes the provision of safe, accessible and inclusive charging infrastructure and emphasises the importance of protecting the function

of the public realm and highway network whilst supporting the transition to lower-emission vehicles.

5.4 In developing the proposed approach, officers have reviewed the experiences of a number of Local Authorities that have introduced or are piloting similar schemes. Particular regard has been given to the work being undertaken by Blaenau Gwent County Borough Council, Swansea Council and Newport City Council, all of which are currently trialling cross-pavement charging solutions within Wales. Officers have also considered the approaches adopted by a number of Authorities elsewhere in the United Kingdom, including Milton Keynes City Council, South Gloucestershire Council, Enfield Council, Richmond upon Thames Council and Kirklees Council. Common themes identified across these Authorities include the need for site-specific assessments, applicant-funded installations, protection of pedestrian accessibility, clear maintenance responsibilities and recognition that approval does not provide any exclusive parking rights.

5.5 The report has also been informed by increasing numbers of enquiries received by the Council from residents seeking advice on how electric vehicles may be charged from properties without driveways or other forms of off-street parking. These enquiries reflect the growing adoption of electric vehicles and the challenges faced by residents wishing to access domestic charging facilities whilst complying with highway safety requirements. The proposed trial seeks to respond to this emerging demand through a managed and evidence-based approach.

5.6 In addition, officers have engaged with suppliers operating within the cross-pavement charging market and reviewed the development of available technologies. This work has demonstrated that cross-pavement charging systems are becoming increasingly established within the UK market and are now being deployed at scale by a growing number of Local Authorities. The proposed trial therefore provides an opportunity for the Council to assess the suitability of these technologies within the Vale of Glamorgan whilst maintaining flexibility to accommodate future technological developments and alternative solutions as the market continues to evolve.

5.7 Given that cross-pavement charging remains a developing area of policy, the proposed 12-month trial has been specifically designed to enable the Council to gather local evidence relating to resident demand, operational impacts, highway safety considerations, customer experience and ongoing maintenance requirements. The findings of the trial will be used to inform a future report to Cabinet and support the development of a long-term policy framework for cross-pavement electric vehicle charging within the Vale of Glamorgan.

6 What are the next steps if the recommendations are approved?

6.1 Subject to Cabinet approval, officers will finalise the administrative, assessment and governance arrangements necessary to support the operation of the trial scheme as detailed within the report.

6.2 During the implementation period, officers will develop the application process, assessment procedures, permit documentation and supporting guidance required to enable applications to be considered consistently and transparently. This work will include the development of appropriate internal procedures to ensure that applications are assessed against highway safety, accessibility, environmental and operational considerations, whilst maintaining the Council's statutory responsibilities as Highway Authority.

6.3 Officers will also establish the technical requirements for acceptable cross-pavement charging solutions and installation standards to ensure that any equipment installed within the public highway is safe, durable and suitable for its intended purpose. In doing so, the Council will maintain a technology-neutral approach and will retain the flexibility to approve appropriate products and installation methods that comply with the Council's requirements and relevant industry standards.

6.4 Subject to completion of the necessary preparatory work, the Council will commence accepting applications from residents from 1st January 2027. Applications will be assessed against the approved Temporary Guiding Principles and determined on a case-by-case basis, having regard to the specific circumstances and constraints associated with each location.

6.5 Throughout the trial period, officers will monitor the operation of the scheme, including the level of resident demand, application and approval rates, customer feedback, highway safety considerations, compliance with permit conditions, maintenance implications and any wider operational issues arising from implementation. This information will be used to assess the effectiveness of the trial and identify any areas where the guiding principles or assessment processes may require refinement.

6.6 The trial will operate for a period of approximately 12 months from the date applications are first accepted. Upon completion of the trial period, officers will undertake a comprehensive review of the outcomes and prepare a further report for Cabinet early 2028. The report will present the findings of the trial, evaluate the effectiveness of the scheme against its objectives, consider any lessons learned and make recommendations regarding the future development of a permanent policy framework for cross-pavement electric vehicle charging within the Vale of Glamorgan.

6.7 The review will also consider whether the trial has successfully balanced the need to support residents without access to off-street parking with the Council's responsibilities to maintain a safe, accessible and sustainable highway network for all users.

7.0 How does this report support Vale 2030 and Reshaping?

7.1 The proposed Cross-Pavement Electric Vehicle Charging Trial supports the Council's ambitions within the Vale 2030 Corporate Plan by helping to facilitate the transition to lower emission forms of transport and removing practical barriers that may currently prevent some residents from considering electric vehicle ownership.

7.2 The proposal contributes to the Council's commitment to tackling climate change and supporting the delivery of Project Zero by enabling residents without access to off-street parking to safely utilise domestic electric vehicle charging solutions. This seeks to promote more equitable access to electric vehicle infrastructure and supports the wider decarbonisation of transport across the Vale of Glamorgan.

7.3 The report also supports the objective of creating sustainable and resilient communities by ensuring that emerging technologies can be accommodated in a manner that protects public safety, maintains accessibility and safeguards the quality of the public realm. Through the adoption of a managed approval process, the Council will seek to balance the benefits of electric vehicle adoption with its responsibilities as Highway Authority to maintain safe and accessible highways for all users.

7.4 The proposed trial reflects the Council's commitment to innovation and continuous improvement by enabling the Authority to test an emerging solution in a controlled and evidence-based manner. The trial will provide valuable local data and operational experience that can be used to inform future policy development and support long-term decision making.

7.5 The proposal also aligns with the principles of Reshaping Services by exploring innovative ways of meeting changing customer needs without creating additional ongoing financial liabilities for the Council. The trial is intended to operate on a cost-neutral basis, with applicants meeting the costs associated with installation, operation and maintenance, whilst enabling the Council to evaluate demand and future service requirements before determining whether a permanent policy framework should be introduced.

7.6 Finally, the trial supports the Council's ambition to be a forward-looking and responsive organisation by proactively responding to resident enquiries and emerging technologies, whilst ensuring that any future approach is informed by evidence, best practice and local experience gained through the operation of the trial.

8.0 How does this demonstrate the Five Ways of Working?

8.1 **Long-Term** - The proposed trial adopts a long-term approach to addressing an emerging challenge associated with the transition to electric vehicles. As the number of electric vehicles continues to increase, demand for convenient and affordable domestic charging solutions is expected to grow. The trial will enable the Council to develop an evidence-based understanding of local demand, operational requirements and potential impacts, helping to inform the development of a longer-term policy framework for cross-pavement electric vehicle charging within the Vale of Glamorgan. The proposal also supports the Council's wider decarbonisation ambitions and contributes towards the transition to lower-emission transport solutions.

8.2 **Prevention** - The proposed approach is preventative in nature, providing a safe and controlled alternative to the use of trailing charging cables across public footways. By establishing a formal approval process and clear guiding principles, the Council can help reduce potential safety risks, accessibility issues and future management challenges whilst ensuring that installations are assessed and approved in a consistent manner. The trial also seeks to remove barriers that may otherwise discourage residents without off-street parking from considering electric vehicle ownership.

8.3 **Integration** - The proposal has been developed having regard to national guidance, emerging best practice and the Council's wider strategic objectives, including Project Zero and the Vale 2030 Corporate Plan. The trial seeks to balance a range of objectives, including supporting the transition to low-emission transport, protecting highway safety, maintaining accessibility for all users, safeguarding environmental and heritage assets and ensuring that any future policy approach is informed by robust evidence and practical experience.

8.4 **Collaboration** - In developing the proposed trial, officers have reviewed the experiences of other Local Authorities across Wales and the United Kingdom that have introduced or are evaluating similar schemes. Account has also been taken of guidance published by the Department for Transport, the Office for Zero Emission Vehicles and Welsh Government. The implementation of the trial will require continued collaboration across Council services,

including highways, engineering, planning, legal and environmental disciplines, to ensure that applications are considered holistically and consistently.

8.5 **Involvement** - The proposed trial has been developed in response to increasing resident interest in electric vehicle charging solutions for properties without access to off-street parking. The trial will provide residents with an opportunity to access a safe and regulated charging solution whilst enabling the Council to gather local evidence, customer feedback and operational learning. The findings of the trial will be used to inform future decision-making and assist in determining whether a permanent policy framework should be adopted.

Resources

9.0 Finance

9.1 The proposed Cross-Pavement Electric Vehicle Charging Trial has been developed on the principle that it should operate on a cost-neutral basis to the Council.

9.2 All costs associated with the design, application, assessment, installation, operation, maintenance, repair and eventual replacement or removal of approved cross-pavement charging infrastructure shall be met by the applicant. Similarly, any costs associated with obtaining planning permission, statutory consents, electrical installations, domestic charging equipment or future upgrades to charging infrastructure will remain the responsibility of the applicant.

9.3 The Council's role will be limited to administering the application, assessment and approval process in its capacity as Highway Authority. Any application charges, permit fees or associated costs established as part of the trial will be reviewed to ensure, as far as reasonably practicable, that the administrative costs incurred by the Council are recovered and that the trial does not place an additional financial burden on Council resources.

9.4 The fee set for applications is proposed at £280. This fee is in line with vehicle cross overs for consistency of charging, as the process is similar i.e. a determination on application and pre and post inspections. The fee may be reviewed during the trial period, initially from April 2027 to reflect CPI, or where actual administration and inspection costs materially differ from those anticipated.

9.5 The trial has been specifically designed to avoid the creation of ongoing asset management liabilities for the Council. Responsibility for the operation and maintenance of approved charging channels and associated equipment will remain with the applicant in accordance with the terms and conditions of any approval and permit arrangement. This approach seeks to minimise future financial risk to the Council whilst providing residents with the opportunity to access domestic electric vehicle charging where it is considered appropriate and safe to do so.

9.6 The introduction of the trial does not currently require any additional capital investment by the Council and no specific budget provision is sought through this report. Any officer time associated with establishing and administering the trial will be met from within existing service resources and will be monitored as part of the trial review process.

9.7 As the proposal relates to a 12-month trial, officers will monitor application numbers, resource requirements and administrative costs throughout the trial period. These findings will be reported to Cabinet at the conclusion of the trial and will inform any future decisions regarding the development of a permanent policy framework, including any longer-term financial implications for the Council.

9.8 In the longer term, facilitating access to domestic charging infrastructure for residents without off-street parking may contribute to wider environmental objectives and support the transition to lower-emission transport. However, the primary purpose of the trial is to gather operational and financial evidence to enable the Council to determine whether a permanent scheme would be viable, sustainable and represent value for money

10 Workforce

10.1 The proposed trial will be administered through existing service arrangements and is not anticipated to create any significant workforce implications for the Council.

10.2 The assessment and administration of applications, together with any associated inspections, approvals and monitoring activities, will be undertaken using existing officer resources within the relevant service areas, including those supporting the Council in its role as Highway Authority.

10.3 As this is a new and emerging area of activity, officers will monitor application volumes, resource requirements and administrative demands throughout the 12-month trial period. Any significant workforce implications identified during the trial will be considered as part of the evaluation process and reported to Cabinet as part of the future review of the scheme.

10.4 At this stage, no additional staffing resources are considered necessary to facilitate the implementation of the proposed trial.

11 Legal and Equalities

Does an Equalities Impact Assessment need to be completed? If not, why?

11.1 An Equality Impact Assessment has been completed as part of the development and implementation of the trial scheme and will continue to be monitored and reviewed throughout the operation of the trial scheme.

11.2 The proposed trial seeks to support equitable access to electric vehicle charging infrastructure by providing residents without access to off-street parking with the opportunity to apply for a safe and regulated domestic charging solution. In doing so, the scheme has the potential to reduce a barrier to electric vehicle ownership that may currently be experienced by some households.

11.3 The Council also has a statutory duty to maintain a safe and accessible highway network for all users. Accordingly, accessibility considerations will form a central part of the application assessment process. Particular regard will be given to the needs of disabled people, including wheelchair users, mobility scooter users, people with visual impairments, and those with other mobility requirements, together with parents and carers using prams or pushchairs.

11.4 Applications will only be approved where officers are satisfied that the installation can be accommodated without creating unacceptable impacts upon accessibility, pedestrian movement or highway safety. This approach is consistent with guidance published by the Department for Transport, the Office for Zero Emission Vehicles and the Welsh Government, which emphasises the importance of accessibility and inclusive design in the provision of electric vehicle charging infrastructure.

11.5 The proposed trial introduces a managed alternative to the trailing of charging cables across public footways, which can present accessibility and safety concerns for pedestrians. By requiring applications to be assessed against the Temporary Guiding Principles and relevant highway safety criteria, the Council will seek to ensure that the needs of all highway users are appropriately considered when determining applications.

11.6 Any equality impacts arising from the operation of the trial will be monitored throughout the 12-month period and will be considered as part of the evaluation and review process reported back to Cabinet at the conclusion of the trial.

12 Key Contacts

12.1 Who are the primary officers to contact with any comments and/or queries on the report?

Lead Officer: Colin Smith Head of Neighbourhood Services CCSmith@valeofglamorgan.gov.uk	Democratic Services Officers: Mark Thomas Democratic and Scrutiny Services Officer methomas@valeofglamorgan.gov.uk Matt Swindell Cabinet and Committee Services Officer mlswindell@valeofglamorgan.gov.uk

Appendix

Appendix A – EV cross pavement charging - Guiding Principles.

Background Documents

Cross-Pavement Solutions for Charging Electric Vehicles - Cross-pavement solutions for charging electric vehicles - GOV.UK

Electric Vehicle Charging Infrastructure: National Standards - Electric Vehicle Charging Strategy

Appendix A

Vale of Glamorgan Council

Electric Vehicle Charging Trial
Guiding Principles

October 2026

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1. Introduction

The Vale of Glamorgan Council recognises the important role that electric vehicles (EVs) have to play in reducing transport-related carbon emissions, improving air quality and supporting the transition to more sustainable forms of transport. As electric vehicle ownership continues to increase, there is a growing need to ensure that residents have access to safe, practical and affordable charging solutions.

Residents with access to driveways, garages or other forms of off-street parking can often benefit from charging their vehicles using their domestic electricity supply. However, many residents within the Vale of Glamorgan rely upon on-street parking and do not currently have access to a suitable means of charging an electric vehicle from home. As a result, these residents may be reliant on public charging infrastructure, which can be less convenient and more expensive than charging through domestic electricity tariffs.

The purpose of this guidance is to support the operation of the Council's Cross-Pavement Electric Vehicle Charging Trial and to set out the principles, requirements and responsibilities that will apply to applicants wishing to install an approved cross-pavement charging solution within the public highway.

Cross-pavement charging solutions typically comprise a purpose-designed channel installed flush within the footway surface, providing a protected route through which a charging cable can pass between a residential property and an electric vehicle parked adjacent to the highway. The purpose of the channel is to allow charging cables to be used safely whilst reducing the risk of trip hazards and maintaining accessibility for pedestrians.

Historically, charging an electric vehicle from a property without off-street parking has often resulted in requests to trail charging cables across the public footway. Such arrangements can create safety risks for pedestrians, particularly wheelchair users, people with visual impairments, those using mobility aids and parents with pushchairs. For this reason, the Council does not permit the uncontrolled placement of charging cables across the public highway.

A growing number of local authorities across Wales and the United Kingdom are now trialling or implementing cross-pavement charging solutions as a means of addressing these challenges. Having considered national guidance, emerging best practice and the experiences of other authorities, the Council has introduced a 12-month trial to assess the suitability of such solutions within the Vale of Glamorgan and to inform the development of any future long-term policy framework.

The Council's role in this process is as Highway Authority. The Council will assess applications, determine site suitability and ensure that installations can be accommodated safely within the highway environment. Responsibility for funding, installation, operation, maintenance, repair and replacement of any approved

charging equipment and cross-pavement infrastructure rests solely with the applicant.

Approval of a cross-pavement charging solution does not provide an exclusive right to park outside a property, nor does it create a dedicated parking bay. Residents should recognise that on-street parking remains available to all lawful highway users and that access to a parking space adjacent to the approved charging channel cannot be guaranteed.

This guidance should be read in conjunction with any Permitting conditions, application requirements and other relevant statutory approvals that may apply to an individual installation.

2. Background

The transition to electric vehicles forms an important part of efforts at both national and local level to reduce carbon emissions, improve air quality and support the decarbonisation of transport. As electric vehicle ownership continues to increase, the availability of safe, accessible and reliable charging infrastructure is becoming increasingly important to residents and local communities.

In April 2021, Welsh Government published its Electric Vehicle Charging Strategy for Wales, setting out its vision for ensuring that users of electric vehicles can access charging infrastructure when and where it is required. The strategy recognises that the transport sector is a significant contributor to greenhouse gas emissions and highlights the important role that electric vehicle charging infrastructure will play in supporting Wales' ambitions to achieve net zero emissions. The strategy is supported by an accompanying action plan and wider programme of infrastructure investment.

More recently, both Welsh Government and the Department for Transport have published guidance and standards to support the development of safe, accessible and inclusive electric vehicle charging infrastructure. This guidance recognises the importance of ensuring that residents without access to off-street parking are not disadvantaged in the transition to electric vehicles and that local authorities should consider appropriate solutions to support domestic charging whilst maintaining highway safety and accessibility.

The Council has received an increasing number of enquiries from residents seeking advice on how electric vehicles can be charged from properties without access to off-street parking. The introduction of a cross-pavement charging trial provides an opportunity to assess the suitability of emerging technologies within the Vale of Glamorgan, respond to resident demand and establish an evidence base to inform any future long-term policy approach.

The trial has also been informed by the experiences of a number of local authorities across Wales and the wider United Kingdom, many of whom have already introduced or are evaluating similar arrangements. The Council will utilise the findings of the trial to determine whether a permanent policy framework should be introduced in the future.

3. Application Criteria

Applications will be considered on a case-by-case basis and approval is not guaranteed. Submission of an application does not create an entitlement to install a cross-pavement charging solution.

To be considered for the trial, applicants must be able to demonstrate that:

1. They own, lease or have placed an order for an electric vehicle (EV) or plug-in hybrid vehicle that requires charging.
2. They do not have access to suitable off-street parking, including a driveway, garage or other private parking area capable of accommodating vehicle charging.
3. They are the owner of the property or have obtained the written consent of the property owner to submit an application and undertake any associated works.
4. They acknowledge that approval of a cross-pavement charging channel does not create a dedicated parking space or provide exclusive parking rights outside the property.
5. They agree to comply with the terms of any permit, approval or associated conditions issued by the Council.
6. They accept responsibility for all costs associated with the application, installation, statutory approvals, operation, maintenance, repair and replacement of any approved charging infrastructure.
7. They are willing to participate in any monitoring, feedback or evaluation activities associated with the 12-month trial period.
8. They are able to provide evidence of suitable public liability insurance or other approved insurance cover if required by the Council as part of the approval process.

Applications will only be considered where the proposed installation relates to land forming part of the public highway for which the Vale of Glamorgan Council acts as Highway Authority.

Applicants will be required to submit sufficient information to enable a site assessment to be undertaken. This may include:

- Details of the property and proposed installation location.
- Details of the vehicle to be charged.
- Confirmation of property ownership or owner consent.
- Photographs of the frontage, footway and adjacent highway.
- Details of the proposed charging arrangements.

Applicants should note that eligibility to apply does not guarantee approval. Each location will be assessed individually having regard to highway safety, accessibility requirements, footway widths, utility apparatus, environmental constraints,

conservation considerations, tree protection requirements and any other site-specific factors considered relevant by the Council.

Applications may be refused where installations would have an unacceptable impact upon trees, root protection zones, verges, Conservation Areas, listed buildings, heritage assets or other environmentally sensitive locations. The Council will not support installations that require the cutting, severance or disturbance of established tree roots.

Approval under this process does not remove the requirement to obtain planning permission, listed building consent or any other statutory approval that may be required.

The Council particularly welcomes applications from residents with disabilities or reduced mobility who may otherwise experience barriers to accessing suitable electric vehicle charging arrangements. However, all applications will be subject to the same highway safety and site suitability assessment criteria.

4. Application Process

Applications for a Cross-Pavement Electric Vehicle Charging Channel should be submitted using the application process published by the Vale of Glamorgan Council.

Applicants will be required to submit sufficient information to enable the Council to undertake a site assessment and determine whether the proposed location is suitable. The Council may request additional information where necessary to support the assessment process.

Upon receipt of an application, officers acting on behalf of the Highway Authority will assess the proposal against the eligibility criteria, the Guiding Principles contained within this document and any relevant highway, accessibility, environmental, planning or operational considerations.

Where an application is considered acceptable, the applicant will be issued with the necessary approval documentation and permit arrangements. Installation works must not commence until all required permissions have been obtained and any permit requirements have been completed to the satisfaction of the Council.

The Council reserves the right to approve, refuse or impose conditions upon any application, having regard to the specific circumstances of the location and the Council's responsibilities as Highway Authority.

5. Permitting Arrangements

Approval under the Cross-Pavement Electric Vehicle Charging Trial will be subject to the applicant obtaining a permit with the Vale of Glamorgan Council in its capacity as Highway Authority.

The purpose of the permit is to regulate the installation and use of approved cross-pavement charging infrastructure within the public highway and to ensure that the safety, accessibility and integrity of the highway are protected. The permit will set out the rights, responsibilities and obligations of the applicant and will include conditions relating to the installation, operation, maintenance and future management of the approved charging channel.

Where an application is approved, applicants will be provided with a copy of the permit agreement and associated conditions. Installation works must not commence until all necessary approvals have been obtained and the permit has been completed to the satisfaction of the Council.

The permit does not transfer ownership, maintenance responsibility or liability to the Council. Ownership, operation, maintenance, repair and replacement of any approved charging equipment and cross-pavement charging infrastructure shall remain the responsibility of the applicant throughout the duration of the permit period.

Applicants may be required to provide evidence of suitable public liability insurance or other insurance cover, if requested by the Council, to protect against risks arising from the installation or operation of the approved charging infrastructure.

The Council reserves the right to suspend, amend or revoke any permit where:

- Conditions are breached.
- Highway safety concerns arise.
- The approved installation is not maintained in a satisfactory condition.
- False or misleading information has been supplied as part of the application process.
- The installation is considered to present an unacceptable risk to highway users.
- It becomes necessary to facilitate highway works, utility works or other operational requirements associated with the public highway.

Where a permit is revoked, suspended or surrendered, the applicant may be required to remove the approved infrastructure and reinstate the highway to the satisfaction of the Council at their own expense.

The applicant shall be responsible for the reinstatement of the highway and removal of the approved infrastructure should the installation become redundant or no longer be required, unless otherwise agreed by the Council.

6. Parking Rights

The granting of a permit does not provide an exclusive right to park outside a property and does not create a dedicated electric vehicle charging bay.

Applicants should recognise that on-street parking remains available to all lawful highway users and that there may be occasions when a vehicle cannot be parked adjacent to the approved charging channel. The Council cannot guarantee access to a particular parking space and any investment in charging equipment or associated infrastructure is undertaken entirely at the applicant's own risk.

The use of cones, signs, barriers, markings or any other device intended to reserve a parking space for exclusive use is not permitted and may result in enforcement action, permit review or permit revocation.

7. Fees and Charges

The Council will apply a single charge for administering applications and arranging site inspections as part of the operation of the trial.

Any fees will be reviewed periodically and will seek to recover the reasonable costs incurred by the Council in administering, assessing and managing applications and associated permit arrangements.

8. Legislative Requirements

The Vale of Glamorgan Council, in its capacity as Highway Authority, has a statutory duty to maintain a safe and accessible highway network for all users. As part of this responsibility, the Council must ensure that any apparatus installed within, over or under the public highway does not create an unacceptable risk to public safety or adversely affect the operation of the highway.

The installation of a cross-pavement charging channel within the public highway will only be permitted where approval has been granted by the Council under the trial arrangements and where the applicant has complied with all relevant application, permitting and approval requirements.

The applicant shall remain responsible for all aspects of the ownership, operation, maintenance, repair and replacement of any charging equipment, charging cables and cross-pavement charging infrastructure associated with the installation. Approval granted by the Council relates solely to the use of the highway and does not constitute approval of any electrical installation or charging equipment located on private property.

Applicants are responsible for ensuring that all charging equipment is installed, operated and maintained in accordance with relevant legislation, electrical safety requirements, manufacturer specifications and any statutory approvals that may apply. Where appropriate, applicants should seek advice from suitably qualified installers, electrical contractors, insurers or other professional advisers.

The Council reserves the right to suspend, revoke or amend any approval granted under the trial should highway safety concerns arise or where the terms and conditions of the permit or approval process are breached.

9. Charging Your Vehicle

When charging an electric vehicle, residents should always follow the manufacturer's guidance and operating instructions associated with both the vehicle and any charging equipment being used.

Residents may choose to charge their vehicle using a standard domestic three-pin socket, where appropriate, or alternatively through a dedicated domestic electric vehicle chargepoint installed at their property. The specification, installation and operation of any charging equipment remains the sole responsibility of the applicant.

Any charging cable used in connection with an approved cross-pavement charging channel must be in good condition, suitable for external use and used in accordance with the manufacturer's requirements. Charging cables should only be used for the duration of the charging process and should be removed and stored safely when charging has been completed.

Charging cables must be routed through the approved cross-pavement charging channel and shall not be placed directly on the footway surface. The use of temporary cable covers, ramps, mats or similar surface-mounted protection systems is not permitted. Likewise, charging cables must not be suspended above the highway, attached to street furniture, trees, lamp columns, traffic signs, barriers or any other highway asset.

The charging unit, including any plug connected to it, should not protrude more than 150mm from the property boundary into the adopted highway. Excessive projections may create an obstruction and present a hazard to pedestrians, wheelchair users and those with visual impairments.

To minimise risk, charging sockets should be designed so that the charging lead connects from the side or underside of the unit rather than projecting outward towards the footway.

For the purposes of the trial, the Council will accept permit applications for the installation of either the Kerbo Charge or ACO Charging Channel system. Details of the approved systems and associated requirements will be clearly set out as part of the application process, enabling applicants to select from the permitted technologies while allowing the Council to assess multiple approved solutions before determining any longer-term approach.

Applicants are responsible for ensuring that the use of charging equipment does not create a nuisance, obstruction or safety risk to other highway users. Any damage, defect or safety concern associated with the approved charging channel should be reported to the Council as soon as reasonably practicable.

10. Insurance Requirements

The applicant is responsible for ensuring that the installation and operation of any approved charging equipment and cross-pavement charging infrastructure does not create a hazard, obstruction or nuisance to other highway users.

Applicants may be required to provide evidence of suitable public liability insurance or other insurance cover if requested by the Council as part of the application or licensing process. Responsibility for maintaining appropriate insurance cover throughout the duration of the permit remains with the applicant.

Where requested by the Council, the permit holder shall provide evidence of the relevant insurance policy or policies and confirm that such cover remains valid for the duration of the approved installation.

The granting of an approval or permit by the Council does not remove or reduce the applicant's responsibility for the safe operation, management and maintenance of the approved infrastructure.

11. Non-Compliance and Enforcement

The Council reserves the right to investigate any reported misuse of approved charging infrastructure or any activity that may create a danger, obstruction or nuisance to highway users.

Applicants must comply with all permit conditions, approval requirements and relevant legislation associated with the use of a cross-pavement charging solution.

The unauthorised placing of cables, wires, ramps, covers or other apparatus on, over or across the public highway may constitute an obstruction or danger to highway users and may result in enforcement action being taken by the Council or other appropriate authority.

Under Section 162 of the Highways Act 1980, a person who places a rope, wire or other apparatus across a highway in such a manner as to be likely to cause danger to persons using the highway may commit an offence. Applicants are therefore reminded that charging cables must only be used in accordance with an approved permit and through an approved cross-pavement charging system.

Where the Council considers that an installation, charging cable or associated equipment presents an immediate risk to public safety, it reserves the right to take such action as it considers necessary to remove, make safe or mitigate the hazard.

Any costs reasonably incurred by the Council in responding to breaches of permit conditions, rectifying damage to the highway or addressing safety concerns may be recovered from the applicant where permitted by legislation or the terms of the permit agreement.

Repeated breaches of permit conditions, failure to maintain approved infrastructure, unauthorised alterations or behaviour that places highway users at risk may result in the suspension or revocation of the permit and the withdrawal of permission to utilise the cross-pavement charging system.

12. Terms and Conditions

The following terms and conditions apply to all approvals granted under the Cross-Pavement Electric Vehicle Charging Trial and should be read in conjunction with any permit agreement issued by the Vale of Glamorgan Council.

1. Approval under the trial does not create an entitlement to install, retain or use a cross-pavement charging system indefinitely. The Council reserves the right to amend, suspend or revoke any approval where it is considered necessary to do so in the interests of highway safety, accessibility or highway management.
2. The applicant remains responsible for the ownership, operation, maintenance, repair and replacement of any approved charging equipment, charging cable and cross-pavement charging infrastructure.
3. The applicant is responsible for ensuring that all charging equipment is maintained in a safe condition and operated in accordance with manufacturer guidance and any relevant statutory requirements.
4. Any approved charging cable route must serve the applicant's property and utilise an approved cross-pavement charging channel authorised by the Council.
5. The charging cable must only be used whilst a vehicle is actively charging and must be removed and stored appropriately when not in use.
6. Temporary cable ramps, cable covers, floor coverings, mats, artificial grass or other surface-mounted protection systems are not permitted on the public highway.
7. Charging cables must not be suspended above the highway or attached to trees, lamp columns, street furniture, road signs, barriers or any other highway asset.
8. Approval does not confer any ownership rights over the public highway and does not provide a reserved parking space or dedicated electric vehicle charging bay.
9. Applicants must not place cones, signs, barriers, notices or any other item on the highway with the intention of reserving a parking space adjacent to the approved charging channel.
10. The needs of all highway users, including pedestrians, wheelchair users, mobility scooter users, visually impaired people, parents with pushchairs and adjacent residents, will take precedence when determining applications and managing the operation of the scheme.
11. The Council reserves the right to gain access to the highway at any time to undertake inspection, maintenance, repair, improvement or emergency works associated with the highway or statutory undertakers' apparatus.
12. The Council may temporarily suspend use of an approved installation where works are required to the highway, utility infrastructure, street furniture or other assets located within the vicinity of the installation.

13. Any defect, damage or deterioration affecting the approved charging channel or the surrounding highway should be reported to the Council as soon as reasonably practicable.
14. Any damage caused to the highway, street furniture, utility apparatus or other Council assets as a result of the installation, operation or maintenance of approved charging infrastructure may be recoverable from the applicant.

15. The Council may undertake inspections to verify compliance with the terms of the permit, approval conditions and associated policy requirements.
16. Where an applicant fails to comply with permit conditions, approval requirements or any reasonable instruction issued by the Council, the Council reserves the right to suspend or revoke approval and require the removal of the infrastructure at the applicant's expense.
17. Anti-social behaviour, misuse of the installation, unauthorised alteration of approved infrastructure or behaviour that creates a risk to highway users may result in the suspension or withdrawal of permission.
18. The Council reserves the right to amend these terms and conditions from time to time to reflect changes in legislation, national guidance, highway requirements or Council policy.
19. Approved applicants will be required to sign a declaration confirming that they have read, understood and agreed to comply with the permit conditions and these terms and conditions.

20. The Council accepts no responsibility for the availability of parking spaces adjacent to an approved installation and shall not be liable for any loss, inconvenience or costs arising from an applicant being unable to park outside their property.

Further Information

Applicants requiring further information regarding the trial or application process should contact the Council using the details provided within the application guidance documentation.