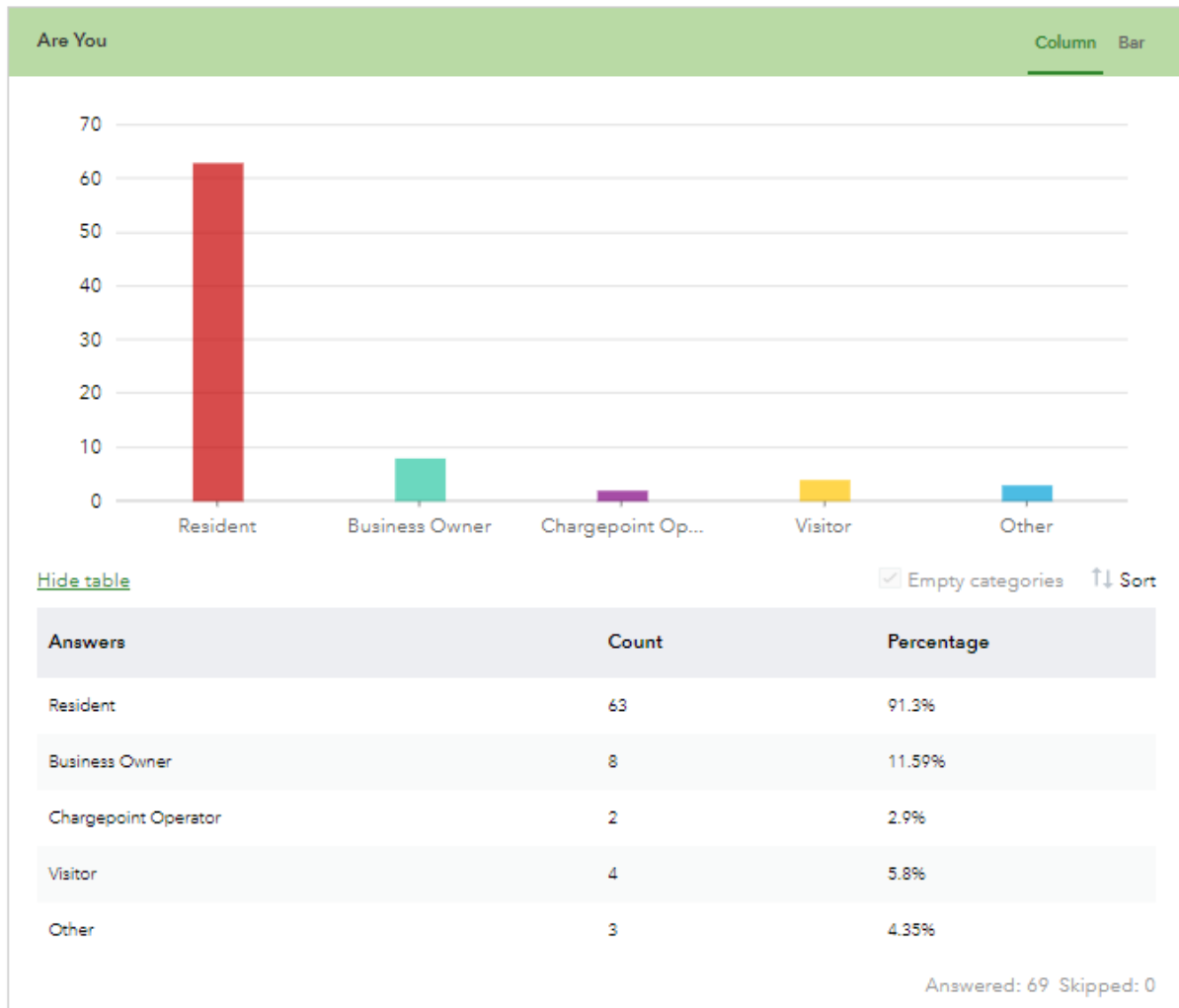


## EVCI Strategy Consultation

### Summary of Responses

A total of 68 responses were received during the consultation period which ran for 8 weeks from 24.02.23 – 21.04.23. The majority of those who responded were residents (91%) with a small number of responses from business owners, chargepoint operators, visitors and others (including Parish Councillors). Some respondents classified themselves in more than one category.



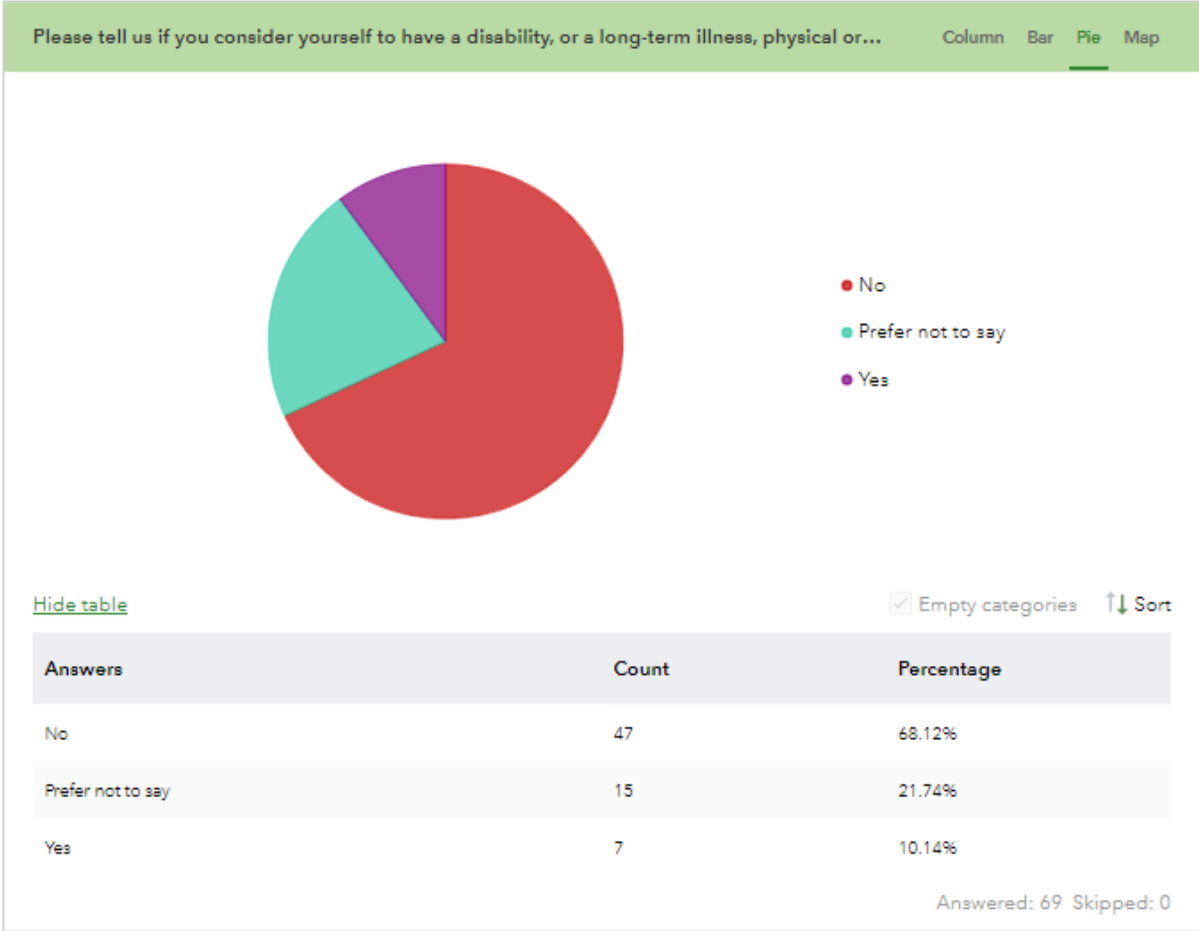
61% of respondents were male and 28% female, with 10% preferring not to say:



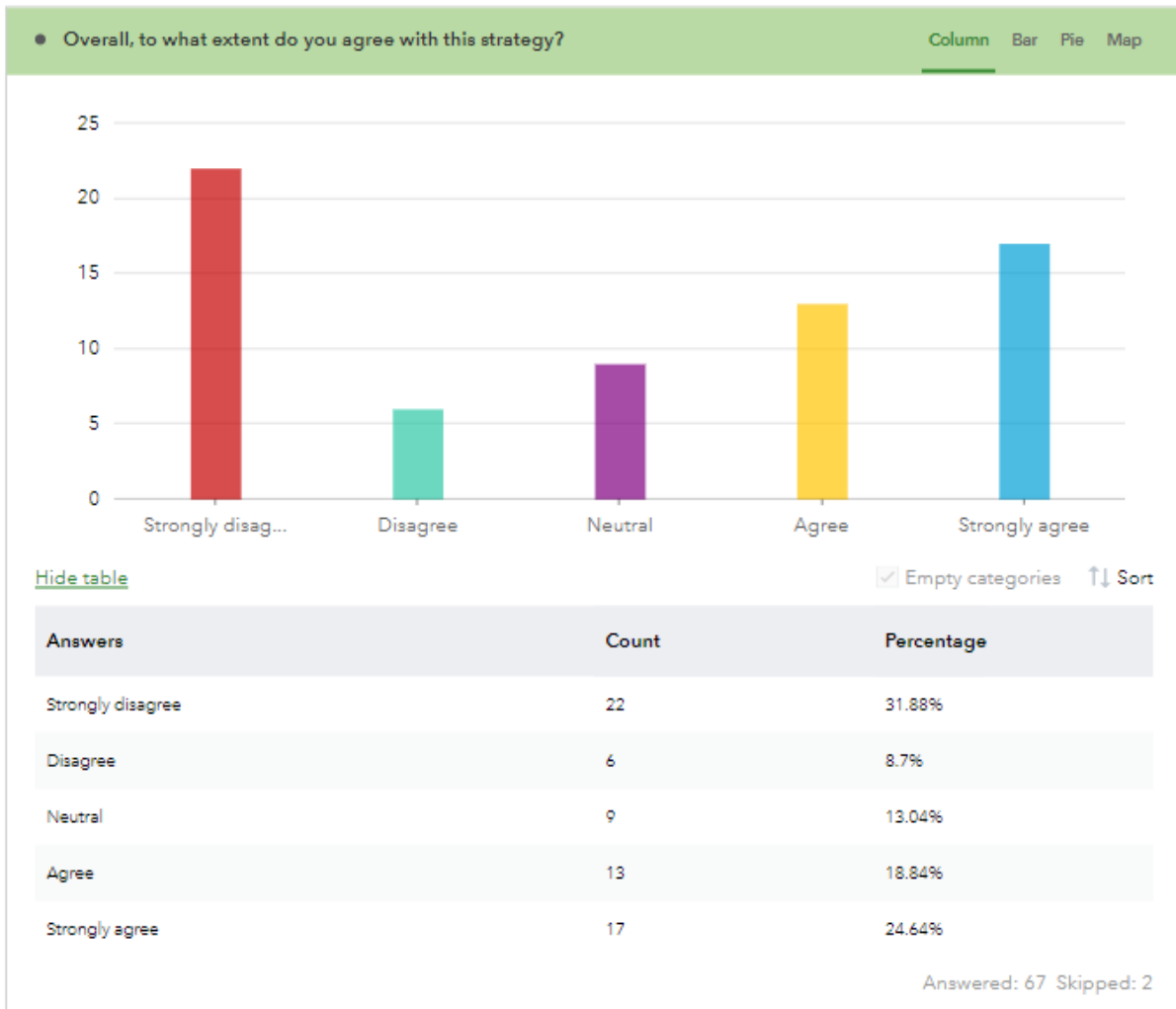
The majority of respondents were in the older age categories, with 59% aged 55 or over, 29% between 25-54 and 12% preferring not to say. There were no respondents under 25 years of age:



10% of respondents reported having a disability, 68% said they were not disabled and 22% preferred not to say:



There was a fairly even split between those who agreed and disagreed with the strategy, with 43% agreeing or strongly agreeing and 41% disagreeing or strongly disagreeing. 13% were neutral.



Those that disagreed with the proposals in the strategy did so for a number of reasons which are discussed below.

Most respondents chose to comment by using the 'catch all' general comments box at the beginning of the questionnaire.

### General Comments

**EV ownership** - a number of respondents were sceptical about the transition to electric vehicles, stating that they were inconvenient due to range issues and that hydrogen would be a better solution than plug-in battery vehicles. There was concern about the environmental impact of EVs with 7 respondents highlighting environmental damage from the production of batteries and 3 respondents referring to the fact that there does not appear to be a plan for the disposal of batteries in the future. A small number of respondents said that EVs were too expensive for the majority of residents and said that the council should be trying to reduce overall vehicle numbers and focusing on public transport and cycling instead.

**IWC response** – the government has set imminent targets for the phasing out of fossil fuel vehicles and all the estimates show a rapid increase in electric vehicle ownership from now until 2030 when the purchase of new petrol and diesel cars will no longer be an option. Other zero emission vehicles are at an earlier stage in development and there is no evidence that they will be either cheaper or a more convenient option. Local authorities have been tasked with providing the charging

*infrastructure for the inevitable demand that will come with EV ownership. An improved network of high speed chargepoints should remove range anxiety, at least on the Island. The Sustainable Transport Hierarchy, discussed in chapter 3 of the consultation document, shows that public transport, cycling and walking are a higher priority than private car ownership and the council is also supporting these options. Support for the implementation of electric car clubs is also highlighted as these are an affordable form of shared transport that can reduce the need for private car ownership.*

**On-street chargepoints** - within the general comments there was some opposition to on-street chargepoints with 5 respondents stating that they took parking away from residents and should not be pursued.

**IWC response** – *the council recognises that on-street chargepoints are more difficult to site and manage and can lead to resentment from residents. The draft strategy states that it will focus on provision in public car parks in the first instance, with on-street chargepoints considered in areas which do not have convenient access to car parks. Where on-street chargepoints are provided, only one bay will be reserved for charging initially until demand increases, when the second bay will then be allocated. It should also be recognised that a car parked in the EV charging bay is likely to free up a space elsewhere on the street, so overall parking pressure should not be heavily impacted. This will become more evident as EV ownership increases. The needs of disabled drivers and those with limited mobility should also be recognised. These drivers require charging facilities closer to home.*

**Reliability** – the need for chargepoints to be reliable was pointed out by a number of respondents.

**IWC response** – *this is accepted as essential in order for the public to have confidence in the public network. The legacy chargepoints, installed in 2013, became extremely unreliable and this seems to have shaped public thinking. These have now been removed and the new network that is being installed is providing a better public experience. It is necessary, however, for tight management of the Chargepoint Operators to ensure that they are repairing any faulty chargepoints as quickly as possible. Future tenders will include KPIs for chargepoint performance, including reliability, and we will consider imposing penalties for failure to meet these targets.*

**Payment methods** – there were two key points made with regard to payment methods. Firstly, that all chargepoints should be able to accept a standard contactless card payment and, secondly, that the number of different networks should be kept to a minimum to reduce the number of payment systems.

**IWC response** – *with the Joju network that's been installed during 2022-23, the rapid chargepoints accept a contactless card payment whilst the fast chargepoints require payment through the Mer Connect app or RFID card provided on request. It is the number of different apps and RFID cards for the different networks throughout the UK that many people object to. In future, we will seek to ensure that all new public chargepoints have a contactless card payment system, making them easily accessible for all drivers on an ad hoc basis. Once this is in place, the number of different operators should be less of an issue, although the council is likely to limit the number of CPOs it works with directly in order to assist with contract management.*

**Chargepoint placement** – it was pointed out that the placement of chargepoints should safeguard the pedestrian environment.

**IWC response** – *the council agrees with this and will favour a clear 2m footway width after a chargepoint is installed. A minimum of 1.5m will apply in all cases. The government is clear that the roll out of chargepoints should not hinder walking or cycling in any way.*

**Signage** – a respondent asked that clear instructions are provided at chargepoints.

**IWC response** – *the council agrees with this and will ensure that signage on or near the chargepoint is adequate to explain how to use the chargepoint as well as any parking rules that apply, such as maximum length of stay. Accessibility guidelines for signage will also be followed and a phone number will be provided for those experiencing difficulties whilst using a chargepoint.*

**Safety** – the public are naturally concerned about what safety precautions are being put in place for chargepoints.

**IWC response** – *all on-street chargepoints are subject to a Safety Audit prior to installation to ensure that the location of the equipment is safe for users and others in the public realm. Installers must be suitably qualified and an Electrical Installation Certificate completed at commissioning. Contractual arrangements with CPOs will ensure that electrical tests are carried out on a regular basis and emergency procedures are in place for an immediate response in the case of a vehicle collision with a chargepoint.*

**Tariffs** – one respondent felt that charging costs on the Island seemed high and two others asked for cheaper charging at night when electricity costs are lower

**IWC response** – *the current chargepoints are part of the Mer network which has standard charging tariffs across the UK. Charging costs have increased sharply over the last 12 months due to the retail cost of electricity and it's hoped they will start to come down as electricity costs fall. The council will explore with the CPOs whether charging costs can reduce at night to take advantage of cheaper electricity.*

**Scope** – it was suggested that the council should also consider opportunities for marine charging.

**IWC response** – *the council will focus on vehicle charging as this is the priority requirement and the one over which it can have most influence. It will consider the placement of vehicle chargepoints in relation to marinas and will separately consider whether any of the harbours that it operates are suitable for marine vessel charging. In the meantime, it will monitor the provision at marinas and ports.*

**Network development** – it was requested that the council be able to offer advice and guidance to residents on vehicle charging and to businesses and others on how best to provide charging facilities.

**IWC response** – *through its LEVI Capability Fund allocation, the council intends to employ a specialist to oversee the roll out of further public chargepoints. The postholder will consider how best to support the community in developing a wider network and will ensure that communications are updated to provide helpful guidance.*

**Electricity supply** – some respondents felt that a further roll out would put pressure on the grid, especially in summer, and it may be difficult to supply ultra-rapid chargepoints.

**IWC response** – *as a general rule, the Island does not have difficulty in supplying new electricity demands. This is especially the case in summer when the solar farms are at their maximum output. For larger installations, battery storage systems may be useful to maximise use of renewable generation (sometimes these can utilise 'used' car batteries to provide the storage). However, careful siting is necessary to ensure that the power is available on the local network. In some cases, it will be necessary to install 7kW chargepoints because the power is not available for anything faster. The*

network operator, SSEN, is developing a tool for local authorities to be able to assess grid capacity at a very local level and this will ensure that cost-effective locations can be identified.

**Tourism** – a number of respondents felt that the demand from visitors had not been adequately assessed. They also pointed out that chargepoints could be provided at much holiday accommodation and that this could be a slower speed as most charging would be overnight. Visit Isle of Wight supports the overall ambition described in the consultation document and is pleased with both the focus on high powered chargepoints and the free parking offer until 1 January 2025. They do, however, suggest that more ultra-rapid charging at ferry terminals and strong emphasis on reliability to ensure a good experience for visitors and maintain the Island’s reputation.

**IWC response** – it is very challenging to determine visitor demand as there are so many behavioural issues to factor in. The consultation document did highlight some reports that had been focused on the Island which indicated significant visitor demand. Whilst the council will focus public funding on provision for residents, the additional demand from visitors will make some locations more commercially viable for a CPO and may support a wider network. The council will continue to work with site owners that can offer private facilities for their guests, especially where they are able to open this up for wider community use. It will pursue the provision of ultra-rapid charging and will liaise with ferry operators on provision in and around ports. As stated earlier, it will also have a focus on reliability to ensure that the public have a good experience of the chargepoint network.

The consultation document then asked specific questions relating to individual chapters and issues requiring further consideration. The feedback and IWC responses to these are summarised below:

**1. What are your views on useful speeds for public chargepoints? Should different speeds be provided in different locations?**

Of those who expressed a preference, the results are shown in the table below:

Chargepoint Speed	% in favour
<7kW	7.5
7kW	4
22kW	26
50kW	44
150kW+	18.5
	100

Some of the comments received were “the faster the better”, “what is the upside of slower recharging?” and “ultra-rapids are best for visitors”. There was clearly a preference for faster charging with 50KW and 22kW chargers being the most popular speeds. It was pointed out that faster charging will be required as car batteries get bigger and that rapid charging will help prevent queuing at chargepoints. With faster chargers, there will be less infrastructure required. It was stated that a “rapid out-of-town charging hub would be incredibly useful”. However, it was also pointed out that the need for fast charging would be lower on the Island due to the greater number of short trips and lower range anxiety. Some felt that the quantity of chargepoints in residential areas was more important than the speed and there should be an ability to select a slower charging speed for overnight charging to reduce cost. A pragmatic approach was suggested by one respondent who said there should be “different speeds at different locations”.

**IWC response** – there was clearly a view that the council’s current approach to installing faster chargers – 22kW and 50kW – was correct. However, there is some support for slow charging using



*lighting columns and for rapid charging hubs. The council will investigate both of these options although it has relatively few suitable lighting columns at the front of the footway (kerbside). It should be noted that the local power supply is not always capable of supporting the preferred chargepoint speed and the council has installed some 7kW chargers instead of 22kW for this reason. Some early EVs use a Chademo connector rather than the more popular CCS system and owners of Chademo vehicles have requested rapid chargepoints suitable for their vehicles. Whilst it would be uneconomic for all rapid chargers to have a Chademo connector, the council will ensure that a reasonable proportion do so and these are spread around the Island.*

## **2. Which form of chargepoint do you think is the most suitable for on-street charging on the Isle of Wight?**

Of those who expressed a preference, 5 respondents favoured lamppost chargers, 3 favoured bollard-type chargers with one each for low-lying, pop up and Tesla superchargers. Comments were made concerning the need to avoid specialist charging cables and the need to maintain adequate footway width after the installation of the chargepoint. To help the latter, build outs into the highway should be considered for chargepoints.

*IWC response – there is clearly interest in lamppost chargers and the council will consider these further. These chargers provide a slow charge, most suitable for overnight, and only charge one vehicle at a time. To be cost-effective, it is necessary for the lighting column to be at the front of the footway i.e. adjacent to the highway, otherwise a charging pillar needs to be installed with an underground electrical connection to the lighting column. There are few of these locations on the Island, but the council will undertake an audit to see if there are any suitable lighting columns that could be used in this way. Otherwise, it is content that the common bollard-type chargepoint is the most suitable and most likely to meet accessibility requirements. When detailed site investigations are underway, it will consider highway build outs to meet safety requirements but recognises that these further reduce parking capacity.*

## **3. Do you have any thoughts on the number of public chargepoints that will be required? If so, how should delivery be phased?**

There was a wide range of responses to this question from “as many as possible” to “supermarkets have it covered”. 9 respondents stated that there was insufficient provision at present which was hindering the uptake of EVs and 5 stated that the planned numbers were not ambitious enough. More specifically, respondents suggested the following:

- 4-6 chargepoints per car park
- 4 slow sockets and 2 fast sockets in each council car park
- 3kW chargers in all car park bays with dedicated bays for faster chargers
- One more in the West Wight
- Install within a few hundred meters of everyone and then fill in the gaps
- More at or near ferry terminals
- Cater for visitors in the summer or they will not come

In terms of phasing, the majority want more chargepoints at a quicker pace. They recognise that this is a chicken and egg situation and that chargepoints should be provided in advance of vehicle ownership so that residents are not prevented from switching. Some respondents urged caution and for the council not to overcommit but to meet demand as it arises. They pointed to the possibility of alternative zero carbon solutions emerging and the likelihood of the private sector increasing its provision.

**IWC response** – whilst many respondents felt that there was insufficient provision of chargepoints, the completion of the Joju project, which is providing 64 sockets, may have eased the current situation. However, it is expected that demand will rise rapidly and consistently. The consultation document did not state the number of additional chargepoints the council was considering installing in Phase 2 but there was a clear appetite for an ambitious programme which utilised as many of the public car parks as possible. The council will identify a significant number of car parks for phase 2 and will aim to install at least one rapid and one fast chargepoint in each of these initially (where space allows) but to allow the possibility to increase this number within a core investment period as demand increases. It recognises the need for caution, but will try to install chargepoints ahead of demand so as not to inhibit the move to EVs. As the programme will be funded, in the main, by the private sector, they will determine the viability of installing chargers in all these locations and the council will not be risking its own resources.

**4. If you operate, or are likely to operate, electric fleet vehicles, can you give any insight into your requirements for public charging?**

There was a suggestion that fleet vehicles on the Island may do shorter distance and therefore not require on-the-go charging. It was also felt by one respondent that businesses should provide their own charging. Other respondents pointed out that fleet vehicles are likely to need larger bays and that the network needs to be coordinated for fleets so that they can use one payment system.

**IWC response** – in developing a chargepoint network, the council is hoping to meet the needs of residents, visitors and businesses. Businesses will benefit from convenience and cost advantages by providing their own facilities, but may require some on-the-go rapid and ultra-rapid charging. Payment is likely to move towards contactless card payment so having multiple networks will be less of an issue.

**5. The council is keen to hear of any suggestions for private ownership models that it could facilitate.**

There were a small number of suggestions, none of which disagreed with the council's preferred option of a leasing arrangement with revenue share. It was suggested that some private installations may require financial support from the public sector and that the council should help to organise a revenue share option for businesses to host a chargepoint. It was stated that Town & Parish Councils should not be required to fund chargepoints.

**IWC response** – the council is comfortable with the revenue share arrangement that it has trialled with Joju. It will consider whether it can use any of its LEVI capital allocation to support strategic installations on private property where these provide services to residents. There are a number of offers in the marketplace, either to fully fund chargepoint installations or to provide a back office service, allowing businesses to set the tariff and collect the income from the chargepoint. The development of the network will not be dependent on Town & Parish Council funding, although they may benefit from a revenue share where they have land that can be offered up for chargepoints.

**6. We would also be interested in offers of sites for public chargepoints. Please let us know if you think you have a suitable site.**

A number of sites were submitted through the survey.

**IWC response** – the council will follow up these suggestions with the site owners.

**7. We would be interested to hear your views on the priority sites identified and whether you would suggest any other sites to be added to the priority list.**

Respondents suggested the following sites be added to the priority list:

- Blackgang and Compton (tourist hotspots)
- Fort Street Car Park, Sandown
- Dinosaur Isle Car Park, Sandown
- Yaverland Car Park
- Shanklin Seafront Car Parks
- Brading Car Park

They also suggested the follow should be prioritised from the list:

- Ventnor
- Rapid chargepoint in Freshwater

Other comments on prioritisation tended to focus on meeting visitor requirements. Suggestions included greater provision in rural areas, particularly the southern coastal belt from Niton to Yarmouth, at car parks close to beaches and at ports. It was suggested that all major car parks, public and private, should be prioritised as well as supermarkets and large pubs and restaurants. One respondent made the point that competition should not be distorted by favouring certain businesses for support.

*IWC response – we will take on board the suggestions made and consider all those sites which have been added to the priority list. It's noted that there is demand for more charging in the Bay area and hopefully some of this will be met by the Joju network which has recently been installing chargepoints in Sandown, Shanklin and Lake. Where private sites have been suggested, the council has no direct influence but will try to work with site owners to extend the network. Financial support is only likely to be available where the installations can be shown to provide significant and direct benefits to residents who can't install charging facilities at home.*

**8. We would like to hear from owners of private sites listed in the tables about any plans they have for chargepoint installation and operation.**

No responses received.

*IWC response – the council will endeavour to contact the sites individually to determine their plans for chargepoint provision.*

**9. We would be interested in your views on where innovative solutions could be deployed, including offers from private site owners. Are there any other innovative solutions that you would like to see deployed?**

Whilst induction charging has not yet been offered commercially, it was suggested that the council should begin planning for the introduction of induction charging in the future.

There was support for the installation of solar canopies over large installations. Other innovative solutions mentioned were:

- Chargepoint sharing schemes in private driveways
- Use of biofuel and integrated batteries for chargers in remote locations where grid connection is too expensive

It was also suggested that the council could offer financial support for innovative installations at private sites.

**IWC response** – *the council welcomes the interest in innovative solutions. It will monitor the development of induction charging, particularly suitable applications in the public realm, and envisages solar canopies at charging hubs. It expects chargepoint sharing schemes to develop naturally using any of the app-based systems that are already available and will consider sustainable biofuel solutions at sites where grid connection costs are prohibitive.*

**10. We welcome your views on the methodology used for determining the location of chargepoints for those with private driveways.**

3 respondents stated that they supported the methodology and none said that they disagreed, although 2 respondents stated that they were against on-street provision altogether.

Comments covered a full spectrum from those who felt that car parks on their own would not be able to meet demand, to those who felt that it might be difficult to find locations for on-street chargepoints even when the analysis showed they were needed and those who were opposed to any consideration of on-street chargepoints because they felt it took away free parking for residents.

Other comments included a suggestion that the council focuses on lamppost installations, that it targets areas with significant numbers of apartments, that it increases the number of chargepoints only as demand increases and that they are installed in streets with less parking pressures.

**IWC response** – *for the reasons stated in the consultation document, the council believes that on-street chargepoints will be required, even when the priority is to install in car parks in the first instance. This is because car parks are not always close to home and because on-street chargepoints close to home are a better solution for those with disabilities or mobility issues. Over time, as more residents become EV owners, it's unlikely that the dedicated charging bays will be seen as a loss of parking capacity since they will be filled for the majority of time will local residents' cars topping up their batteries. The council has decided that, whilst EV ownership is still relatively low, it will only allocate one dedicated charging bay at each site and not increase this until there is evidence of demand. The council is satisfied that the mapping exercise it has described is the best way to achieve its aim of providing a public chargepoint within 200m of the majority of households that do not have off-street parking. It will assume that apartment buildings require public chargepoints since it is not always practical to provide these within the shared car parks for the buildings.*

**11. The Council would like to hear from property owners in rural areas that could facilitate charging facilities for residents.**

One property owner provided details of this scheme.

**IWC response** – *the council will follow up with the property owner.*

**12. What are your views on the use of cable gullies and dropped kerbs to facilitate at-home charging?**

From those who expressed an opinion, the following results were received:

	<b>In favour</b>	<b>Against</b>
Cable gullies	74%	26%
Dropped kerbs	67%	33%

There was a clear majority in favour of both cable gullies and dropped kerbs. Respondents highlighted that home charging was the cheapest option and would be facilitated by cable gullies, but that they would not be ideal without reserved parking spaces. They pointed out that cable gullies should be properly managed to avoid trip hazards developing, with householders signing a code of practice to avoid inconsiderate use. It was pointed out that dropped kerbs would only be useful if the rules on installing driveways were also changed. One respondent suggested that the council considers different types of dropped kerbs such as Dutch entrance kerbs. It was also pointed out that an increase in the number of dropped kerbs would reduce the on-street parking capacity and make finding a parking space virtually impossible.

One respondent said that trials should be carried out in a small number of places and another that it would be better to reduce the cost of charging for residents at public chargepoints.

**IWC response** – *it's likely that public charging will always be more expensive than home charging and the council is not in a position to subsidise this. Therefore, it accepts that there will be pressure from residents to facilitate home charging and the results of the consultation confirm this. The council is not yet comfortable with the widespread installation of cable gullies but will continue to investigate these and other solutions and the legal agreements that would be required to ensure that the homeowner is responsible for the safe installation and management of the gullies. It will also consider situations where there is no footway outside the home and a cable can reach the vehicle without causing an obstruction; it may be possible to establish different rules for this situation. In the meantime the council will continue to focus on extending and improving the public chargepoint network to minimise the number of residents who feel the need for a home charging solutions.*

**13. Do you have any other ideas to facilitate at-home charging for households that currently do not have off-street parking?**

The responses received were as follows:

- Use car parks (1 response)
- Use lamp posts (2 responses)
- Incentivise co-charging schemes (3 responses)

The first two of these are self-explanatory, the third suggestion involves a private household allowing other drivers to use their chargepoint. It is facilitated through an app and numerous schemes are available.

Another suggestion was for the council to find a way of charging residents the equivalent of their household electricity tariff for charging at a local on-street chargepoint and to provide dedicated car club bays in residential areas to reduce vehicle ownership.

**IWC response** – *the council intends to prioritise car parks and, as described earlier, will undertake an audit of lighting columns to see if any are suitable for chargepoints. It does not feel that it needs to get directly involved with co-charging schemes. The ability to charge variable tariffs for local residents is highly complex and public charging will always be more expensive due to the cost of providing the infrastructure, insurance, repair and maintenance and back-office system. However, it will continue discussing this idea with its CPO partners. The council is supportive of car clubs due to their higher position in the Sustainable Transport Hierarchy and recognises that car clubs are increasing their use of electric vehicles. Whilst it has provided dedicated car club bays in two of its car parks, it is open to suggestions for increasing this provision to provide an affordable alternative to private car ownership.*

**14. We invite suggestions for sites for charging hubs, including from those who think they might want to provide this type of facility or can offer land for a charging hub.**

The following locations for EV charging hubs were suggested:

- Steyne Park, Bembridge
- Ferry terminals
- Victoria Rd, Sandown
- Somerton Park & Ride
- Land near to Somerton roundabout
- Petrol stations

*IWC response – the council will assess the suitability of these locations. It will liaise with ferry operators and petrol filling stations to determine if and when they intend to provide EV charging or to expand on the facilities they currently provide.*

**15. The council is keen to hear from all those who are, or are considering, providing charging infrastructure and to understand their target markets**

Two Island businesses provided information.

*IWC response – the council will contact these businesses to discuss their proposals.*

**16. We would like to understand from filling station owners their plans for future provision and, in particular, whether they intend to provide EV charging**

No responses were received.

*IWC response – the council will continue to invite petrol filling station owners to discuss their plans for EV charging.*

**17. The council would like to understand the needs of fleet and commercial vehicle users, in terms of sites and speed of charging.**

The responses highlighted the need for charging hubs offering fast and rapid charging close to taxi ranks and other strategic points.

*IWC response – the council understands the need for fleet vehicles, including taxis, to have access to ultra-rapid charging facilities so that they can recharge during a shift. These are best provided at charging hubs and the council will seek to identify a shortlist of charging hub locations at strategic sites. These will include some slower chargers which allow fleet vehicles to charge overnight ready for the start of the shift in the morning.*

**18. The council would be interested to hear from taxi drivers about any specific requirements.**

No responses were received.

*IWC response – the council will seek to engage taxi drivers, recognising that the extent of the public charging network may be one of the barriers to EV ownership. It will work with the Energy Saving Trust that has an established procedure for determining the requirement for taxis and private hire vehicles. This includes finding out when they intend to transition to EVs.*

**19. The council is interested in suggestions of specific locations for taxi charging.**

No responses were received.

**IWC response** – the council will seek to engage taxi drivers, recognising that the extent of the public charging network may be one of the barriers to EV ownership. It will work with the Energy Saving Trust that has an established procedure for determining the requirement for taxis and private hire vehicles.

**20. The council is interested to hear of any imminent demand for coach recharging and where this might take place.**

No responses were received.

**IWC response** – whilst the EV Strategy is aimed at smaller vehicles, this question was asked to see if there might be any overlap between normal vehicle charging and coach charging, for example, sharing grid connection costs. Low carbon coaches are still in development and it is not clear whether operators will favour plug-in electric vehicles or hydrogen, therefore, the council will keep this issue under review.

**21. What are your views on the parking charge policy described?**

From those who expressed a clear preference, the following results were obtained:

For a parking charge for EV bays	17.4%
Against a parking charge for EV bays	43.5%
Neutral (or only apply charges in certain situations)	39.1%
	100%

Some more detailed comments were provided:

In favour:

- Free parking discriminates against non-EVs
- People will abuse free parking by using it even if they don't need to charge their vehicle

Against:

- Parking charges will penalise those charging at a slower speed and therefore staying longer at the chargepoint
- Parking charges will penalise low-income groups who are less likely to have driveways
- Lack of parking income unlikely to be as high as expected as bays are often empty
- Keep free for as long as possible to encourage EV ownership
- Council should raise income through revenue sharing rather than a parking charge

Neutral:

- Free parking should only be for 1-2 hours max
- Free parking for a fixed period with the chargepoint charging for overstay
- Can a system be introduced which maintains access for residents when there is high demand from visitors
- There should be rigorous enforcement to prevent ICE'ing (parking an Internal Combustion Engine vehicle in an EV charging bay) and overstay once the vehicle is charged
- It should be built into the charging fee

Other:

- If the chargepoint does not function, will a parking charge still apply?

**IWC response** – the arguments for and against applying a parking charge to EV charging bays have been fully described through the consultation responses. On the one hand, not applying a parking charge can be seen as a form of subsidy for EV owners, whilst the application of a charge can penalise lower income groups that do not have driveways and those charging at slower speeds. The council’s strategy for public charging is to direct residents to charge their vehicles in council car parks when they are close to their homes, but a parking charge will add an additional financial burden when on-street parking is free. Conversely, if there is no parking charge whilst a vehicle is plugged into a chargepoint, there will be a tendency for EV owners to plug in to take advantage of the free parking, even when their vehicle is not in need of a charge. As the number of chargepoints in public car parks increases, the potential for loss of parking income also increases. This could be compensated for by a revenue sharing agreement with the CPO but that will be dependent on the rate that can be achieved and the usage of the chargepoints. The council will therefore guarantee no parking charges until 1<sup>st</sup> January 2025 and will continue to monitor the position until then. It will have procured a CPO for phase 2 and will calculate the revenue sharing income at that stage. The other suggestions made, such as an overstay charge rather than a parking charge will be considered at that stage.

**22. Are the suggested parking restrictions suitable for EV charging bays in off-street locations?**

50% of the respondents who expressed a clear opinion agreed with the suggested parking restrictions and 50% disagreed.

The modifications suggested were as follows:

- 4 hours required for 22kW
- 2 hours max between 09.00-18.00, with the unlimited overnight period being extended to 09.00.
- Consider different regulations for weekends as people have different patterns
- Consider resident-only access for some bays to prevent them being blocked by visitors

**IWC response** – the council welcomes the interesting suggestions. At this stage it does not feel there is a strong case to change the restrictions published in the consultation document, but charging behaviour, along with the size of vehicle batteries is constantly evolving and the council will therefore keep the restrictions under review. It will also monitor resident access to chargepoints and keep abreast of suggestions to ensure that residents can access chargepoints when needed. This may just be a case of adding more chargepoints to the network, but it could be facilitated through technology.

**23. Are the suggested parking restrictions suitable for EV charging bays in on-street locations?**

50% of the respondents who expressed a clear opinion agreed with the suggested parking restrictions and 50% disagreed.

The modifications suggested were as follows:

- 90 minutes is sufficient
- Base it on average time to increase the vehicle’s charge from 10-80%

**IWC response** –at this stage the council does not feel there is a strong case to change the restrictions published in the consultation document, but charging behaviour, along with the size of vehicle batteries is constantly evolving and the council will therefore keep the restrictions under review. It



would like to keep parking restrictions in on-street locations consistent across the network and will not, at this stage, be basing the restrictions on the chargepoint's power.

**24. What are the best options for chargepoint provision and control in Resident Parking Zones?**

One respondent said that chargepoints should not be installed in RPZs, one said that only fast charging should be installed and another felt that the focus should be on car park-based charging hubs. There was a feeling that use by non-residents should be avoided and that council income could be affected if resident parking is inhibited. One respondent felt that shared vehicles should be promoted to reduce second car use and therefore parking pressures in RPZs.

*IWC response – the council will consider requests for chargepoints in RPZs and will consult with local residents on the location, speed of charge and maximum stay should there be general support for the idea.*

**25. Do you think the council should require higher levels of chargepoint provision in non-residential developments**

Of those who expressed an opinion, 78% were in favour, 11% were against and 11% were neutral. It was felt that this could be very useful for staff who can't charge at home and would ensure more fleet charging at the business premises to reduce the pressure on the public network. One respondent said that any planning requirement should be supported by evidence-based demand and one suggested that any building that increases its floorspace should be required to fit chargepoints.

*IWC response – the results of this consultation will be passed to the Planning department for possible inclusion in the Island Planning Strategy.*

**26. Do you think there should be any changes to rules around the creation of off-street parking spaces to facilitate EV charging at home**

Of those who expressed a clear opinion, 89% were in favour and 11% against.

It was felt that dropped kerbs should still require planning permission but that this should be easier to achieve, whilst the counter-argument was also put that more dropped kerbs would be detrimental to the pedestrian environment. It was also suggested that new homes should have sufficient solar PV installed to charge a car and that planning rules around listed buildings and conservation areas should be waived to allow people to install chargepoints at home.

*IWC response – the results of this consultation will be passed to the Planning department for possible inclusion in the Island Planning Strategy.*

**27. We are keen to hear from disabled drivers and disability groups on these proposals and how they could be improved.**

One disabled driver stated that they could not afford to install a dropped kerb at home and would therefore be reliant on the public network. Another stated that it was key to ensure that the bays were wide enough to accommodate disabled drivers. It was also stated that charging hubs on brownfield sites could be purposely built for disability requirements and that apps need to be accurate in terms of the working status of chargepoints to prevent wasted journeys.

*IWC response – each proposed chargepoint location will be subject to an 'Accessibility Assessment' in line with PAS1899. Where there is a choice, the locations which meet the requirements in full will be*

*chosen. The council will also allocate some of its LEVI capital funding for accessibility improvements at charging bays, such as improved lighting and dropped kerbs to allow access to the chargepoint.*