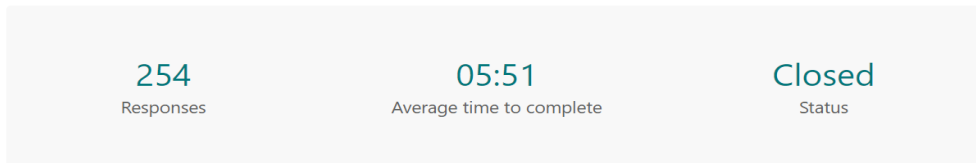


ELECTRIC VEHICLE CHARGER (EVC) Consultation

The EVC Consultation was run from 23rd May until 30th June 2022. 254 responses were submitted.

The consultation was as follows:

Argyll and Bute Electric Vehicle Charger Consultation



Argyll and Bute Electric Vehicle Charger Consultation

Argyll and Bute Council are seeking response from the Public on the development of a medium to long-term future strategy for electric vehicle charging infrastructure across Argyll and Bute. This survey should take 2 minutes to complete.

Argyll and Bute Council's Electric Vehicle Charging Strategy can be found here: https://www.argyll-bute.gov.uk/sites/default/files/ev_strategy_part_1_-_cost_recovery_model.pdf

The minutes of the Environment, Development and Infrastructure Committee held on Thursday, 3 June 2021 10:00 am relevant to the Electric Vehicle Charging Strategy can be found here: <https://www.argyll-bute.gov.uk/moderngov/ieListDocuments.aspx?Cid=546&Mid=14207>

1. What is your postcode? *

Enter your answer

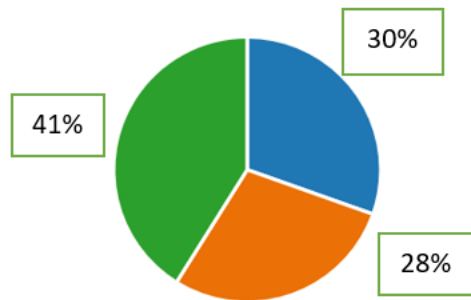
28 respondents (12%) answered **G84** for this question.



2. Do you currently own an Electric Vehicle?

[More Details](#)

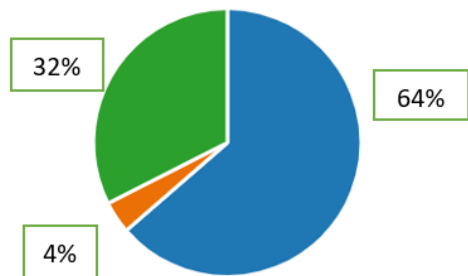
Yes	77
No	72
Considering buying	104



3. Where do you charge your Electric Vehicle on a regular basis?

[More Details](#)

At Home Charging Point	49
At Work	3
Public Charging Point	25
Private / Commercial Charging ...	0



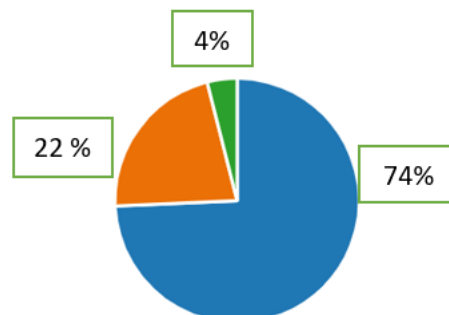
4. Argyll and Bute Council intends to expand on its existing network of 28 public EVCs.

If / when funding is available, we have proposed sites which will fill gaps in the existing network, rather than increasing the number of chargers at our existing sites. This is on the basis that we want a good spread of chargers across different communities along our road network, as well as at different sites within our larger towns.

Do you agree with this approach?

[More Details](#)

Yes	188
No	55
No Opinion	10



5. There are different types of chargers for different types of use: Rapid, Fast and Slow chargers. We intend to install a mixture based on the following criteria:

Theme 1 – charging on the move (rapid [50kw] – 90mins to 2 hours to fully charge)

This theme should provide rapid chargers at/on/near the public road network (and as that relates to car ferry routes). The assumption is that users will utilise these chargers while ‘on the move’ for a ‘top up’, therefore these should be in the fastest charging category.

Theme 2 – destination charging (fast [22kw] – charge in 4 hours; slow [7kw] – charge in 7 hours)

This theme should provide fast chargers at locations where users are likely to leave their cars for an extended period of time such as long stay off-street car parks, with the default charger in these locations being fast.

Slow chargers may be considered for transport hubs/park and ride facilities where users are likely to leave their vehicles overnight.


Theme 3 – residential charging (slow [7kw] – charge in 7 hours)

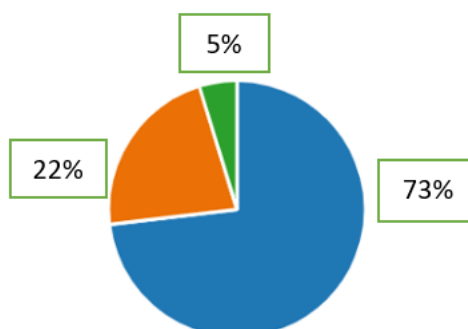
(This theme will need to be explored further to see if there are any residential areas with a lack of on-street parking which are within Council ownership. At present it is anticipated that the Council will have little, if any involvement in providing residential charging infrastructure, as the requirement for this is likely to be on registered social landlord owned sites).

Do you agree with this approach?

[More Details](#)

 Insights

	Yes	185
	No	56
	No Opinion	12



Q.6 In response to Q.4 - Argyll and Bute Council intends to expand on its existing network of 28 public EVCs. Can you explain why you disagree with this approach:

PLEASE SEE APPENDIX 1 FOR THEMED RESPONSES

Q.7 In response to Q.5

There are different types of chargers for different types of use: Rapid, Fast and Slow chargers. We intend to install a mixture based on the following criteria: [Themes 1-3]

If you answered NO to the question above, can you explain why you disagree with this approach?

PLEASE SEE APPENDIX 2 FOR THEMED RESPONSES

Q.8 Do you have any comments about the proposal?

PLEASE SEE APPENDIX 3 FOR THEMED RESPONSES

APPENDIX 1

Argyll and Bute Council intends to expand on its existing network of 28 public EVCs.

If / when funding is available, we have proposed sites which will fill gaps in the existing network, rather than increasing the number of chargers at our existing sites. This is on the basis that we want a good spread of chargers across different communities along our road network, as well as at different sites within our larger towns.

Can you explain why you Disagree with this Approach?

COMMENT THEMES
MANAGING EVC PROJECT
Be more ambitious and lead the way. Pair up with companies that can deliver a car park size of chargers and uses solar panels or wind.
As you can tell from my postcode, I live in Garelochhead, according to your plans you intend to fit one charging station for a population of 3,700. I fully understand that you are limited by the available funding (if any funding arrives), however I can not see how the addition of a single charging point will have any effect on a population of this size (other than to cause arguments about who gets access to it). The issue of charging points really does need to be addressed on a significantly larger scale if our goal is to move from fossil fuel to EVs then I would suggest that one action that may be within our council remit would be to refuse planning permission for new houses unless they include at least one off-road parking space per household with EV charging capability and, additionally, provide some plan for retrofitting old housing stock with EV charging capability. I understand that this issue is not of your making and that you are trying to help, however, I believe that any additional funding our council can get to address this problem would be better used by fighting for a more realistic approach to the EV charging problem, you need to convince central government that the only way people will accept EVs is if they can charge them up at home.
hubs with multiple chargers (or different speeds) offer the best user experience for both residents and visitors
The parking spaces do not work for all vehicles, plug in points at different positions on cars means the cables don't reach or are plugged in at angle and therefore the connection is void and unable to charge
existing network is appalling and not well maintained
Should be up to the private sector to provide chargers. It should not be for a council to provide assistance to the wealthier people in society i.e. those that can afford electric cars.
NOT ENOUGH EVCS
Oban & Lochgilphead underserved with no rapid chargers. Also none from Oban over to Rest and be Thankful via either Crianlarich or Inveraray.
Not enough !!! There should be a minimum of 4 charge points in each named location in A&B ie Rhu Shanndon finart cove Rosneath etc etc
Fails to provide anywhere near sufficient chargers for residential use
Nowhere near enough. I live in Connel, and would like to see at least 2 charge points here. Similarly, every village in rural Argyll should have provision made, if you are serious about a commitment to electric vehicles.
The existing infrastructure is inadequate in peak season - most sites have only 2-4 chargers with very few fast chargers. If these are occupied it can mean a wait of several hours. The number of

chargers needs to be increased at existing sites, as well as new sites being introduced, but in my view as an EV owner, expansion at existing sites is most important.

NOT ENOUGH EVCS contd.

If electric vehicle uptake is to be encouraged and the sale of petrol/diesel vehicles are to be discontinued in the near future then the odd charger or two in a few towns and public car parks isn't going to encourage people to switch over. There should be charging points located in public/private parking areas to support the move the electric vehicles.

Loch Lomondside is being neglected

Not enough chargers in our area. What about rapid charger in Strathlachlan - either at Strathlachlan church or Strathlachlan community centre

We need more in rural areas e.g from lochgilphead to Inveraray is 24 miles, what happens if there are a few people waiting to charge and I have an appointment in Glasgow?

We need FAR MORE chargers / charging stations if we ever want the majority of drivers to consider replacing their cars with electric ones

Our village would all have to travel to Lochgilphead, with nothing in between. There's nothing in Inveraray, or at Crarae Gardens, and there are quite a few villages in the area where people still commute and live. There needs to be something near here, if not in Minard directly. I am disabled and considering an electric vehicle, but it's becoming a struggle to figure out where to charge it in such a remote location.

People could be marooned at southend. Not enough proposed for kintyre generally, especially east side

Only one fast charger is proposed at the community centre (Gibson Hall) at Garelochhead. At this time the nearest chargers to Garelochhead are at Arrochar (10 miles away) and Helensburgh (8 Miles away). Garelochhead should have a minimum of two chargers with one being located in the large layby opposite the Post Office. The Head of Service has confirmed that there are now no parking restrictions in this layby. All overnight accommodation is in the centre of the village so the first priority should be a charger opposite the Post Office. Garelochhead should be upgraded to a Priority 1. The large number of people booking accommodation overnight will not park their cars at a charger at the Gibson Hall when their accommodation is in the centre of the village.

Another charger in Ardnadam Pier car park owned by Sandbank Community Development Trust who would like to accommodate one or more.

There are no charging facilities set out for Southend. There are also no funding requirements available for home charging units.

More fast eV chargers are needed particularly in areas with high number of visitors plus finding to ensure existing chargers are maintained.

The chargers that are currently in place are not adequate as it is. Most times a car is already plugged meaning no charging can be done when required. I love my car but the world is not ready for them.

Too few rapid chargers to encourage visitors and travellers

Need to have more chargers at existing sites as well as filling the gaps in the existing network.

Not enough chargers in existing locations. You need to do both.

Not enough

More chargers needed on Kintyre

NOT ENOUGH EVCS ON ISLANDS

The council are not proposing to expand the number of charging points by nearly enough of what's actually needed to get residents especially, to adopt EV usage. On the Isle of Mull, for example, there's only one additional charging point proposed at Ulva Ferry. Whilst welcome this is not nearly enough, we need much more capacity at centres where there are larger populations as well as tourist traffic, eg at Craignure, Tobermory, Dervaig, Bunessan for example.

NOT ENOUGH EVCS ON ISLANDS contd

Need to put some in rural areas nit just in towns like Tobermory it's like Difiberators why is it Turin get all the resources and money why nit put one at Dervaig or Calgary or Salen Mull

On the Isle of Mull you need more charge points than just the one at Ulva Ferry. There needs to be a number in Salen, Dervaig and Calgary as well as points at/near the Ferry Terminal at Fishnish. Also, you need to stop overnight parking in the small car park at Craignure where commercial vehciale regularly parki in the parking places for the charge points making it impossible to put your car on charge when travelling on the first ferry to Oban.

Islay needs electric chargers at both ferry ports.

EVC SITES IN THE WRONG PLACE

I agree in principle, but leaving Tighnabruaich with the huge number of visitors it has as a priority 2? Does this mean it's down the pecking order? And by Rockbank, precisely where would this be?

Big hole in network right around Loch Awe when that area has most infrastructure (hydro & windfarms) so should benefit not only have downside

In Rothesay Guildford Square already has 2 and parking spaces are required for shopping purposes. Better to install more than 1 at Chapelhill Car Park.

Having chargers dispersed makes it more likely that when you arrive it is either in use or broken. Much better to have larger charging hubs in Oban, Lochgilphead, Campbell town etc.

This approach is wrong. Rapids in areas where there is hardly any traffic. Look at the strategy of the likes of instavolt, they have a nice spread at equi distance on the main roads for rapids, we need more on the main trunk roads in and out of Argyll, having raids on the likes of gigha is ridiculous especially if there is one across the water. Please review this and expand the current rapid stations, with more added to Oban and Cowal.

A glance at proposed sites for Oban and Lorn, appears to favour tourist areas, as opposed to actual communities. By not attempting to provide these charging points, you are ensuring electric vehicles remain an impractical option. That is simply not good enough.

EV placement seems for tourists and visitors, not locals - on Islay having Port Ellen and Bowmore as big populations makes sense, having one at Port Askaig is purely for tourists. Try prioritising those who live here - why not Port Charlotte/Portnahaven/Bruichladdicb?

I agree but blank spots in taynuilt, dalmally, bridge of orchy, between oban and Lochgilphead

Still nothing in Dalmally as one of the main areas reached after a long journey to Argyll?

I can only talk about Dunoon, since I live there. Almost every site proposed in Dunoon is within 1 mile of the town centre when in fact the big challenge for charging and EV ownership is to give people with no off road parking access to chargers. I therefore feel that a number of chargers should be earmarked for the housing estates where the majority of Dunoon's population live, many like myself with no feasible way to fit a charge point to our house. I feel a better approach would be to use grants available for lamp post chargers spread through areas of high urbanisation or fit them in school car parks which tend to be in densely populated areas. This may also encourage teachers to take up EV ownership.

All of the charging points are situated to the north and centre of the town. There are none in the south of the town where there is a huge population. What about one or two near the college or OHS [[Lochgilphead?](#) [Helensburgh?](#)]

I think the B840 needs a public electric charge point and Portsonachan Hall which has a large parking area by the B840 would seem to be a natural choice for a Theme 1 (rapid) charger for local and tourist use

Ellanabeich main car park would benefit from a charger for visitors.

EVC SITES IN THE WRONG PLACE contd

There are obvious gaps at destinations such as Crinan and Kilmartin

In these relatively early stages the chargers should be grouped in small/medium numbers which makes these areas essentially hubs - this will make installation costs lower and highlight to the community where these chargers are. Also greater incentives for installing home charge points.

The approach is fine but the map shows the new point predominantly closer to the age of the Argyll rather than along the main roads across Argyll.

With the size of population in Campbeltown and surrounding and given the distance one has to travel to get to a charging point outside of South Kintyre, there should be more charging points allocated to Campbeltown/South Kintyre/surrounding villages. I can appreciate that this initiative will have budgetary constraints but to see the number of units in Lochgilphead for example compared to Campbeltown this does not add up.

EVC SPEED OF CHARGING

Need super fast everywhere, unless you are inserting multiple points at each site. Parking is an issue across Kintyre.

With the existing (old) chargers, if one fast DC outlet is in use (CCS or CHAdeMO) then the other cannot be used. There should be at least two chargers per location.

I feel there should be charging points on the Sandbank Community Area next to the A815 the main road from Western Ferries into Cowal. It used to be called Ardnadam Car Park and was used by the US Navy. It is now owned by Sandbank Community Development Trust. It should be rapid chargers.

Rapid chargers should be left to commercial enterprises on main arterial routes. Public charging should be focused on residential fast or slow charging for overnight charging near where people live.

NEED MONEY SPENT ON OTHER THINGS

Hardly ever a car in Guildford square but I have to drive via an unmarked pot holed road to get to car park - think you need to address the state of the roads for us to drive safely before you add to this scheme

We need parking, not charging

A total waste of rate payers money. Nobody subsidises my diesel.

Wasting money better spent on healthy housing stock for all, not stuff for the privileged

Waste of money, fix the potholes first

APPENDIX 2

Q.7 Responses

There are different types of chargers for different types of use: Rapid, Fast and Slow chargers. We intend to install a mixture based on the following criteria: [Themes 1-3]

If you answered NO to the question above, can you explain why you disagree with this approach?

COMMENT THEMES
THEMES
Theme 1 charging is most useful for all types of user. In tourist destinations, the concern would be that Theme 2 charging could be over-utilised by tourists overnight. To counter this, could there not be a Theme 1 charging station at sports centre car parks, which are mostly used by residents?
I agree with theme 1 and 2 but not with 3. If you are expecting places to be carbon neutral and encourage people to buy electric vehicles as they are able to there needs to be better infrastructure for on street charging.
I cannot see much if any demand in your theme 3.
I agree with themes one and two but it sounds as if in theme three that the council is washing its hands of those of us who live in houses/flats unsuitable for charge points.
Generally, because there is a lack of funding, the piecemeal approach to building this infrastructure has to be "themed" but Theme 1 ignores the ever increasing use of Ultra-rapid chargers which would allow a faster turnaround on the machine -reducing waiting times in the busy summer periods. These machines will be most used by visitors on route to a destination.
Theme 2 needs to be looked at. Most evs can't pull 22kw on AC charger so end up reverting to between 7-11kw. You need to know more about what the current EVs are capable of. One option for the rapid chargers (Theme 1) is to top out at 80% which pod point fo to stop the rapids being clogged up on time consuming the last 20% which slows considerably.
You need to have some theme one chargers for people who r on a journey and just need to top up so they can continue with their journey.Having so few at each venue means only one or two vehicles will be able to charge if the intention is for them to charge overnight
Several proposed EVCs, even when they are in locations passed through by road users, are designated Theme 2 (Fast). Over and above that, utilising faster technology seems more sensible. One Rapid charger could charge at least two cars in the time it takes a Fast charger to do one. Fewer, but quicker, new chargers would be an alternative strategy worth considering. 4 hours may be too long for passing visitors to wait.
Agree to theme 1 and 2.
Concentrate on Theme 1. If possible install even faster chargers. The problem is range, What is needed is the facility to charge up quickly whilst travelling.
EVC SITES
If we as a society intend to move completely to EV's. Then in locations that there are currently petrol stations, then there should be EV chargers. These chargers should be of the differing types but in LARGE numbers.
Why only council ownership locations? Surely all residential parking areas should be planned - even if some funding comes from either residents or private bodies.

LACK OF SPACES TO CHARGE

In places like Port Bannatyne there are lots of privately owned flats with no parking where only the council could provide residential charging

Super fast charging here at Kilcreggan Pier. There are limited number of spaces here anyone. Slow chargers will encourage locals to leave their cars for a long time and they will take much needed spaces.

Majority of charging needs to be catered for overnight charging. This requires sufficient on street chargers to enable vehicles to be charged at residential on street chargers within short distance of residences

You must ensure you expand your areas for locating charge points.

We visit my parents in Islay and there is very limited charging there and the majority of people do not have driveways

Expecting social landlord sites to be responsible is ridiculous. London have brought in on street charging through their lampposts. I understand there are cost implications in this but should at least be looked at rather than saying the council will have no involvement.

If you assume it will be down to social landlords [to provide EVC] then they will presumably only allow their tenants access to the chargers, leaving everyone in owned or privately rented homes unable to access convenient charge points. Another point is that it is the council that is responsible for road infrastructure and light fittings and this is where these slow chargers should be fitted. this is the reason the government has grants available for fitting lamp post points and charge points for residential areas. It is utterly irrelevant if the council owns the said properties. This is about building a network that is convenient and affordable to be used by the largest amount of people possible.

residents without off street parking need to be catered for. Rapid charger hubs can also provide a residential solution as they can operate more like traditional filling stations.

You should be providing more residential charging infrastructure where there are no opportunities for off street parking

Council should at least be driving residential charging points in social housing areas even if not financially responsible.

in residential areas where there overnight parking by residents, the use of street lighting poles should be actively pursued.

NOT ENOUGH CHARGERS

Not enough

You can only do theme 2 and 3 if you have significantly more chargers as it ends up with people waiting next to cars waiting to use. Already happens with fast chargers at service stops off the motorway

Still nothing in Dalraddy as one of the main areas reached after a long journey to Argyll?

NUISANCE FACTOR WITH PARKING & CHARGING

If people are going to be charging their cars overnight these chargers will surely be located in a central location and not next to homes.

SPEED / POWER OF EVCHARGING

Why no super fast ones? On the move has to be under 45 minutes

Suggest rapid chargers at all locations. Turnaround time would be quicker allowing more vehicles to access the facility.

Why only fit 50kw rapids - these need upped to 150kw to facilitate the new EV cars, infrastructure in the electrical network will take this - future proof while you have the chance.

On the move charging needs to be faster than 50kW - 150 would be a sensible baseline. Otherwise agreed.

SPEED / POWER OF EVCHARGING contd

Need more rapid chargers - bias should be towards installing them. Domestic chargers should be individual responsibility

Should be more Rapid chargers to encourage tourist traffic.

Need fast chargers

Slow chargers would be ok in residential areas, but are generally fast chargers are needed when on the move e.g. long drive fur work or holiday. Good maintenance service required for chargers. Can you add a time limit to avoid drivers using them for too long e.g. a cost after 1.5 hours? They need to be freed up regularly

think about the charging times..on many charge points only one vehicle can charge at a time. Imagine having to wait several hours to get petrol/diesel! It is simply not enough. plus too often charge points are not functioning. There is not enough facility now for existing users.. no good playing catch up for next 10 years, visitors will be frightened off.

There needs to be more rapid chargers. More and more people are getting EV's and having medium- to slow chargers will cause delays in charging. Rapid chargers are the way to go as people can charge quickly. Also a lot of passing traffic therefore rapid would be preferred. Local businesses can also benefit from medium and fast chargers as will encourage trade when people are waiting for charge.

Rapid charging (for on the go use) should now be 100kw or more. There are already 350kw chargers out there.

There are only two types of charger, fast as possible or at home, slow, overnight. The main population served by these charging points are the working population, when working they need to be flexible and have their cars charged to maximum capacity in minimum time, when at home and not working they can afford to take time overnight charging their cars. All 'community' charging points should provide the fastest possible charging capability, home charging points should provide a default 'overnight' charging capability with options for upgrade.

We need far more rapid chargers. Slow chargers at stations can be helpful but you'll need lots and lots of them as one car takes out the charger for the whole day.

All should be rapid to cope with increasing demand and to save people hanging around for hours in rural areas

We need fast chargers everywhere

Rapid are much offered when you're out and about

All chargers should be rapid at this stage to facilitate greater number of vehicles able to charge per day. Biggest problem for EV s is time required to charge.

We need faster chargers

All charging points should be rapid

All chargers should be rapid charge to ensure maximum usage form owners and prompt charging.

Put fast ones in then more cars can use one

As far as possible with the available supply, almost all chargers should be "Rapid" but with a time limit of (say) two hours so that they are not clogged up all day and effectively prevent any visitors from using them.

What is a point to have slow charger if even on a rapid one 2 hours is not enough to fully charge a car? To address the need created by flood of visitors a wider net of rapid chargers are much more valuable.

GETTING AROUND

We tend not to take our electric car [to Islay] due to the poor infrastructure. They are trying to be carbon neutral by 2030 as well as other islands. As well as many other measures needed this is going to be very difficult if there is no street charging infrastructure.

The technology is simply not feasible in a rural area such as A&B. The charging times are orders of magnitude too long (it takes minutes to fill a car with diesel or petrol) and the ranges are inadequate.

Rapid charging is still too slow to make it viable

COST OF ELECTRIC VEHICLES / EVCS

Realistically, in the socio-economic profiles most commonly associated with RSL's how many folk will be able to afford an electric vehicle in the short to medium term?

Funding should be made available for home charging units

NEED MONEY SPENT ON OTHER THINGS

You should be spending money on what we need and not what we'd like!

We need parking, not charging

Electric vehicles will lead to much more ecological problems than hydrocarbons will ever do.

Need decent housing stock for all, not toys for the privileged few

Don't really see why the Council should be lead on this

Why should council tax payers subsidise the richer members of society? I.e. those with electric cars.

APPENDIX 3

Do you have any comments about the proposal?

COMMENTS THEMES
MANAGEMENT & SPEED OF PROJECT
Will you survey the local residents for feedback before going ahead with this or just do it without consultation? It is absolutely necessary to have the facility but feel it should be thought out carefully.
Not ambitious enough
The current infrastructure will not cope with everyone charging cars at their house and loads of people won't be able to park at their house to charge. What is the bigger long term plan, this does not scale.
It is extremely limited, and serves only a small section of the council area. Extremely disappointing. It appears to be lacking in any insight, and very clearly shows no commitment to actually supporting residents to reduce carbon emissions. Very poor (non existent) planning.
We pick up our EV next week, given price advantage over petrol diesel there should be rapid expansion of the network
Not ambitious enough
priority should be given to 'theme 1' , which allow multiple users and faster turnover, thanks
Good that Council proposes more chargers but they bnneed to be seen to be getting on with it. Demand is building fast
As a tourist centric economy, I would like the Council to explore more, the possibilities of working closely with those organisations with car parking, where people can stop off and spend their money in the local economy whilst charging their cars. Less of a necessity more an enjoyment too. i.e. don't just look at Council owned land. By all means increase what is available in town car parks, but alongside the main road networks where could the Council partner up with local business? e.g. 1. In Tarbert, rather than more EVC points in the car park, why not install one at "The Gather" - signing people there if the 2x car parking ones are in use? e.g.2. local caravan/mobile home parks to encourage those who have made the switch - who have the money - to holiday here? I don't know how funding for this works, but if there were a way for the local tourism sector land owner to get a grant, and work with the Council to install, the budget may go further as installation costs could be shared, thereby increasing the number provided from the Council budget. Just an idea for a slightly different - dare I say joined up - approach moving forward.
help for people to put charging points into their homes (which I believe there was, but now isn't).
The proposed extension to the EV charge network is a start but is by no means enough. With the increase in electric and plug in hybrid vehicles forecast the number of charge points will require to be increased massively to cope.
More chargers the better. Would encourage others to go electric. Would be good to see Argyll and Bute become an leading example of the way forward
Many councils still don't charge for ev charging but a&b do. I wonder if there could be an annual or monthly scheme? It's also very challenging as many points have an overstay charge which is quite limiting of working somewhere for the day
Not thought through at all.
Great idea
The more the better! Go for it!
If anything double the budget for this, too small an investment in the green transition.
Slow chargers just wont be suitable for the future of EVs
Just do it - soon! Please. Just too few chargers around at present.
Seems to be on the right track; just need to hurry!

MANAGEMENT & SPEED OF PROJECT contd

Many more EVC's are needed immediately. Lack of charging infrastructure is holding back the switch from fossil fuels.

SWARCO are currently in charge of ChargePlaceScotland. Nothing seems to be moving with regard to Government/Private investment in at least twice the present number of chargers. This initiative (by yourselves) appears not to add much to the situation.

we are facing a climate crisis and the transition needs to happen quickly!! This is the survival of the human race we are gambling with here and we have the solutions it just needs visionary and competent leadership from governments and councils! Please please be that!

I understand that your approach is trying to make the best of a bad situation and appreciate that you have noticed the problem and are at least doing something, however, I do believe that resolving this issue is beyond the capability of any local council and you may wish to consider creating some form of 'community of local councils' who could then speak to central government with a single voice and possibly help to resolve this really significant issue.

Yes please! We need lots and lots more chargers!

I believe that all proposed sites are under Council control and generally town/village based. As more people change to EV, the demand will be increase. (It is already frustrating when EV users have already hooked up to chargers when you arrive to charge your car and you need to wait your turn, adding to the time of charging). It will be of the utmost importance to consider opening up other sites on Argyll and Bute's road network, using private landowners property, especially on the out of town routes, where people will be able to enjoy the outdoors while they wait for their car to charge. This would be highly beneficial to residents/visitors and businesses alike.

The proposed chargers do not have enough options either in the type or the situations

It's a good start but it does need action quickly.

Hopeful of being able to commit to an EV at some point in the future so see this as a positive step

Build build build. Unless you want tourism to bomb over the next few years, and Argyll to hold the UK back in hitting low carbon targets.

Excellent to see more of these coming to Argyll and Bute

Am I correct in assuming that private sector providers will also install chargers where profitable without necessarily discussing or referring to the council strategy?

I hope it's going to be done in a short time span.

Not enough being done. Token gesture so you can say you are improving matters, however so behind most othe councils.

We just need a lot more

I think there is further opportunity for the Council to join with the private sector and co fund installations. This could be a win win once a suitable format is agreed.

leave to private sector

Fair usage practices need to be taken into account. For example, in a location with only one charger it would be unfair for someone to be able to leave their car connected all day or night. Other people should be able to use the charger after a full charge has been reached

Sounds like positive progress to me.

Fully supportive of more chargers in new locations - we need a better spread of infrastructure across the region

GETTING AROUND

Future proof the network - EV cars are flooding onto the roads and its an opportunity in A&B to use this to increase tourist numbers. Increase the current stations to multi chargers, these have a good spread on the trunk roads. This is what EV drivers want/need when it comes to stress free motoring.

I hear that when driving to Glasgow from Islay, charging points along the way quite often are not working. This puts me off buying an EV. Charging points need to be reliable and accessible.

GETTING AROUND contd

The new machines are great however, many of your current chargers are not working. Before expanding these should be properly maintained. The situation on Islay at present is dreadful. Another consideration is the difficulty in accessing chargers at ports. Often these are blocked by ferry staff, are not able to be used by those waiting for the ferry due to check in procedures with the ferry operators. A way of being by able to check in and charge while waiting for the ferry would be very helpful.

Don't think electric cars will be a good thing in remote areas. If another car is charging the only point in a village and it takes 2 hours, how on Earth will that work??

Yesterday I did a very stressful journey to Glasgow hospital, having to charge at Loch Fyne Hotel Inveraray on route, then got the rapid chargers at Newton Street Car Park Glasgow 50kw charged from 12% to 100% in an hour and 40 minutes. Then stopping at the hotel again on the way home. Other chargers that I can connect to on route were occupied. Very stressful. Please site chargers where there are toilets, and cafe/restaurant facilities near by. Disabled passengers can't walk far.

Argyll is not compact and tourists that come to Argyll explore in their cars, hence to maintain a vibrant tourism sector charge points must be made available in out the way places too.

Travel in A&B involves long rural journeys with limited diversion options. For example I have twice when travelling from Inverary to Helensburgh had to divert via Dalmally and Crianlarich because the head of Loch Fyne was closed because of an accident. A diversion of this length could deplete the battery and under your proposals there is no where to charge up on this route. I think Dalmally is essential as a charge point. Also a prolonged delay in winter due to road jams could again deplete batteries if heating is required (especially for young and old) so charge points on route are necessary eg. The rest and be thankful.

There is certainly a shortage of chargers which will only get worse as more EVs go on the road. I would like to see many more at points along the main roads eg Oban to Edinburgh and Glasgow. There is a benefit in having a time limit on these, particularly when there are not that many. Also strong penalties for non-EVs parking in them, which I have heard has happened.

My experience with EV travel in Argyll is that rapid chargers are the problem. You can easily travel 100 miles one way and without a reliable charger en route you fear running out. before getting home. Chargers should ideally be near other facilities so you can go for a coffee or do some shopping whilst waiting for the batteries to charge. 100% EVs in few years is very ambitious and we seem to have hardly started putting the infrastructure in place. Massive Government investment needed rather than relying on small, disjointed and often private, initiatives.

I think there needs to be more charging points as Argyll & Bute is a holiday destination for many people. If we want to attract visitors and be part of Green Tourism, we need to provide the facilities.

maintenance, you need to make sure these things keep working, all the rapid chargers from lochgilphead to fortwilliam were broken last week which really is a disgrace,

EVC SITES

Agree with expanding the number of locations, unless that is going to mean that all the chargers are often likely to be occupied at the initial locations

Put in the fastest across the region because it will future proof it a little.

Still nothing in Dalmally as one of the main areas reached after a long journey to Argyll?

I think you need to think where are the charge points going to be needed when everyone has EV's. ie areas of low off street parking availability. 12 or 14 chargers all within a mile of each other in Dunoon town centre is not in my opinion a good use of obviously limited funds.

A few dotted here and there will not be sufficient to meet demand - big sky thinking required.

we need to think much bigger and faster. eg 7kw new points at Tesco..if you shop very slowly you might get a few .iles' worth!!

I would prefer to see a charging point in Carradale as priority 1. It's a 30 mile round trip from Campbeltown to Carradale and people will not visit if they cannot charge a vehicle in the village.

EVC SITES contd

Being at the end of the Kintyre peninsula, it is critical to have effective charging points. I believe all transport links should be included, Campbeltown Airport car park would be a ideal location for slow charging. There should be a more and better spread of chargers in Campbeltown with Burnside Square, Aqualibrium and Bolgalm street car parks being ideal locations that are council owned.

Rapid charging needed in Strachur as many tourists visit.

I think Oban Airport is particularly important

Chargers in rural locations or near need-based sites such as supermarkets where you could use fast chargers whilst doing your shopping

I would like to see one installed in Furnace

There appear to be obvious gaps in provision e.g. Taynuilt, Dalmally, and locations with relatively generous provision e.g. Seil Island.

With the increase in vacationers in Ardentinny, I recommend a couple of chargers at the Church Car park, which is closest to the holiday homes and near to the village for residents. if required.

Again, while we may not be Lochgilphead or Oban, there are still people here, and we require some options: and investment is needed.

Plan to move from kintyre due to this issue, as living here no longer sustainable for long term

Charging point at Kilmory HQ car park would also be useful. Not just for staff but this car park is well used by people going on forest walks.

Sites should be accessible, near public toilet facilities if in tourist locations and also be at transport 'hub' interchanges.

I would like to request that a charger is installed at Ardnadam car park, in Sandbank.

Charging facilities to be available at Ardnadam

The Sandbank Community Development Trust land at Ardnadam would be good site for consideration.

Sandbank Ardnadam Community Park should be considered for Rapid charge points.

Yes the charging point for Sandbank is in the totally wrong place and not good for any female on her own and literally nothing to do the charger should be places in the Ardnadam community car park. It's open and on the main road from the ferry.

As a female the proposal for the charging point in Sandbank is hidden and I would not feel safe. The most logical place is the community space at Ardnadam it's open and great for tourists coming off the ferry

I wish to recommend that an EV charging point is installed at the Ardnadam Community Park (adjacent to Ardnadam Pier).

I agree with the proposal for Strachur and please also install an EV charging point at Ardnadam Community Park i.e. adjacent to the old Ardnadam Pier.

Pleased to see charging point is proposed for Strachur. Would also suggest one required at Sandbank village

Sandbank Trust has a large car park on the main road heading north from Western Ferries which would be an ideal place

Ardrihaig currently has zero charging points

As long as you distribute the different types of charger sensibly!

Priority should be given to essential car users such as social work, home care, district nurse etc as unfortunately siting chargers at ferry terminals could lead to the main users being tourists.

Please don't just stick them at ferry terminals - but near to facility for cup of tea etc in villages

EVC SITES contd

I welcome the addition of public chargers at various places in Helensburgh. At present, the "all eggs in one basket" situation with the cluster of chargers in the pier car park and tendency for Helensburgh to be gridlocked (due to roadworks or an accident on the A82, for example) means actually getting to the chargers at the pier can be a challenge. Additional units at the Sinclair Street car park and Kidston would certainly spread the load. I find it curious that the chargers at the Civic Centre are marked as for use by staff only, as they are often unused or have ICE cars parked in the bays. Allowing the public to top up there would ease the burden.

Should install them in a school car parks for staff to use and at any council buildings. Focus should be on remote areas where fuel costs are even higher than the mainland.

Dalmally could do with a fast charger. Possibly near to market

Obviously, the more chargers, the better. With no refuelling options at all in Lochgoilhead (the nearest fuel station is in Arrochar), the community, local businesses and even emergency services face additional costs when refuelling. Visitors have begun to avoid holidaying here as there are no charging facilities in the village, and even National Park employees have become stuck here without power, requiring residents to lead cables from their home to charge their stranded vehicles. The approach suggested is practical, given funding constraints, but I would encourage the Council to consider Lochgoilhead as a priority if possible.

Argyll and Bute is falling behind other parts of Scotland with access to chargers. There needs to be more fast chargers in tourist hotspots and 7 or 22 kw ones in every town and village.

There appear to be obvious gaps in provision e.g. Taynuilt, Dalmally, and locations with relatively generous provision e.g. Seil Island.

To give confidence and encourage people to buy electric vehicles in the Cowal area and to help tourists there should be at least two or three rapid charge units at a site in Tighnabruaich. There should also be a Rapid charger at Portavadie. In addition a Rapid charge point at Colintrave would also be sensible as this is an important route into Bute.

Residential areas and home charging units should be a priority, especially in remote areas.

ISLAND CHARGING SITES

Need charging points on the islands and more rural areas to be able to promote these areas as easy places to travel to with eco travel, go for it, delighted to see this survey

The use of Rapid charges on Gigha seems pointless as all residents can use home charging and the island is only a few miles long so not required for visitors. The location of chargers on the mainland around the queuing ferry traffic is fraught with difficulties as they will get used by people travelling north-south on the mainland as well as queuing for the ferry Ultra-rapid chargers here would seem best suited not rapid.

A charging point on the Isle of Gigha would be very beneficial

I feel rapid chargers would benefit Rothesay/Isle of Bute. Day visitors need to be able to access a quick charge before heading home on the ferry. 50kW-150kw would be what's needed.

Charging points on Gigha would be great.

On Bute there is a fair amount of on-street parking, some of which could be set aside for this, including in Port Bannatyne, and other less central areas.

Villages like Salen, Bunessan and Dervaig require fast chargers to cater for visitors staying in the area.

I thought you were asking for suggested locations?! Port Wemyss bus stop, the nearest public charger is 17 miles away, this would serve two villages .

SPACE TO CHARGE

Appears to lack any knowledge of how people will charge their vehicles without off street parking. No where near ambitious enough. You need to target residential parking areas, not just council car parks.

I personally rely on public charge points as I rent in a flat therefore have no access to at home charging.

SPACE TO CHARGE contd

I think there should be charging points in new house builds.

Installing them in housing estates would be a good idea too

You should not charge parking for people who are charging their cars. They are already paying to charge. Also need to ensure repairs to charging points are undertaken timeously.

Car parks should have at least 50% of their spaces available for EV charging.

Can you install them in lamp posts.

When the Council is considering planning applications, the default position should be that the developer should be required to install a minimum of one charging point within the development which will help to ease the demand on public charging points.

Use street lights for on street charging

On residential charging you only seem to be considering rented property. In Helensburgh over the last few years a number of residential developments have taken place for owner occupiers and I specially notice old properties converted to flats - I think it is necessary to insist as part of planning permission that charging facilities be provided on the premises, this would also encourage take up of electric vehicles.

if the chargers are in a pay and display car park, do we need a parking ticket?

Chargers at ferry ports require that people can charge up while not losing their place in the queue - especially standby queues.

Could lamppost chargers or other public chargers for flats or tenements be looked into? I live in a flat and would love to purchase an electric car.

ACCESS TO ENERGY

The current infrastructure will not cope with everyone charging cars at their house and loads of people won't be able to park at their house to charge. What is the bigger long term plan, this does not scale.

On an island energy access overnight will be limited to those residents who can afford to install at home charging. Care must be taken to ensure fair access to community charging facilities no matter what the season.

Islands that have no vehicular access will find it impossible to use their own power. I would be interested to know how we can all move to electric vehicles and be sure of being able to charge your vehicle.

POWER / SPEED OF EVC

Pleasing to see more sites but slow/fast chargers are already outdated.

Need more fast chargers

Many vehicles can only charge at 7kW from a 22kW charger and so overstay charges for these posts are unfair.

If Electric vehicles are to be commonplace, many more chargers of all categories will be needed.

Should we not be going for ultra fast chargers that can charge in say 30mins this would future proof to a degree. Why are Argyle and Bute funding this? Would it not be better to partner with industry suppliers and developers? Thereby reducing the council tax burden

Its too limited in terms of numbers and rapid chargers

Charging better than 50kw is needed to reduce time as more electric vehicles take to the road.

Please install fast chsrgers

90 minutes is not a rapid charge when I can fill my car up in 5 minutes with Diesel

Whatever you do the chargers need to be reliable!

Would have thought plenty of instances where cars are left for less than four hours when owners are just doing weekly shopping so perhaps more rapid charging facilities could be offered with this in mind? ie for drivers going to larger towns such as Oban.

The higher rate chargers of today become the standard chargers of tomorrow. These days are not far apart

POWER / SPEED OF EVC contd
The more fast chargers the better
I don't know the cost of the various chargers but if the differences aren't huge, rapid chargers are likely to be better utilised and have a longer life as slow chargers have to become obsolete fairly quickly if EVs are to be a viable alternative to the combustion engine.
7kw will not get used, they are a waste of time. 7 hours is optimistic charge time! Is 300kw out of the question?
More fast chargers please.
Charging points in Sandbank should be of the rapid type for transiting vehicles.
A mixture is best, sometimes you need the fastest charger available, but if there were a lot of slow chargers then you could have regular top ups and wouldn't always need rapid chargers.
Fast ones make more sense on tourist areas
Majority of charging will be for day to day usage NOT while on the move. I currently spend 3 x 30 minutes each week charging at nearest 50kw rapid chargers which are between 3 and 8 miles from home. It would be hugely advantageous to have several slow chargers within the parking areas at home (no off street parking but 30 parking bays). At present, 3 EVs in the street all having to use public chargers. 4 or 5 7Kw chargers in parking areas would encourage more take up of EVs.
EVC MAINTENANCE
"Whatever is installed, please make sure that 1) it has a good connection so that it doesn't drop out and stop chargers like the one at Oban Ferry Terminal does. 2) that the chargers are well maintained and in service as close to 100% of the time as possible. Finding none of the 4 chargers in Tyndrum on my way back from a hospital visit was beyond stressful. (This was after the Balloch and Crianlarich ones not working either!!!)
PRICE OF CHARGING
There should be clear signage of the price as with petrol stations.
On the top of that there is a fee if one charges over 2 hours at councils parking.
EVC COMPATABILITY
Our Mazda car dose not connect to the old tethered existing chargers on your system. I have been informed by Charging Places Scotland that a lot of new EV will not connect to these old systems. Please if possible update these old chargers as well, as they are basically useless.
SPEND MONEY ON OTHER THINGS
Ensure your roads are fully safe with no holes and correct marketing before wasting our money
Weak
Stop!
All of them and realise that you are, like the rest of the "green" sheep, heading in the completely wrong direction
no
build cycle paths.
Rediculous waste of money when the price of electricity has skyrocketed, how about using the money to insulate, and improve mouldy housing stock.
A waste of money based on a false premise and driven by the "green" religion.
Improve your quangos housing stock, not create chargers for the rich and wealthy
Waste of money - improve services already in place