

APPENDIX 4 EVC CONSULTATION HEADLINES AND KEY THEMES

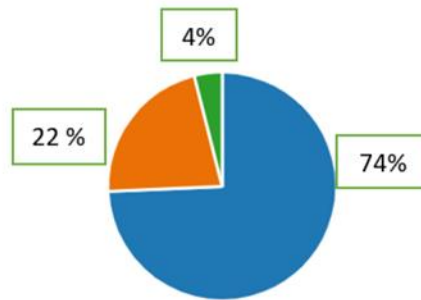
Argyll and Bute Council intends to expand on its existing network of 28 public EVCs.

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 |



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)

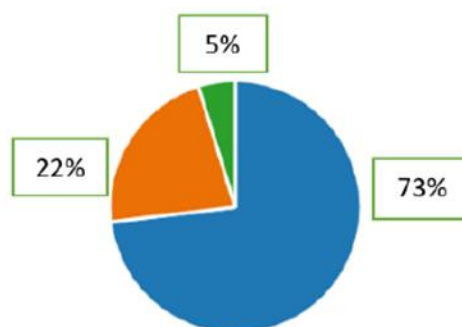
(This theme will need to be explored further to see if there are any residential areas with a lack of on-street parking which are within Council ownership. At present it is anticipated that the Council will have little, if any involvement in providing residential charging infrastructure, as the requirement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

Do you agree with this approach?

[More Details](#)

[Insights](#)

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| ● Yes | 185 |
| ● No | 56 |
| ● No Opinion | 12 |



In terms of the specific comments, these can be split into key themes, which are shown in the table below with some commentary against them:-

| Theme | General Feedback | Response |
|-----------------------------|--|---|
| Managing / speed of project | <p>Good the Council are proposing more chargers, but should develop charging hubs.</p> <p>Help to install chargers at home.</p> <p>Whatever you do, do it quickly.</p> | <p>Focus on network coverage [addressing any gaps in the existing network], with network expansion [expansion of existing provision on existing sites] to follow. Focus on equity. Sites should have the potential for future expansion.</p> <p>While we do not offer funding the Council does offer advice and signpost to organisations that do.</p> <p>Should funding become available we will progress as quickly as possible. An aspect of this is having call-off contracts in place for EV suppliers which we are picking up as part of our EV strategy.</p> |
| Not enough EVCs | <p>Not enough being proposed.</p> <p>What about rural areas?</p> | <p>We have an agreed methodology in place which will address network gaps. We can monitor the use of EVC and will set up a system where people can text us to let us know if they've gone to use one and it is busy. That way we can build up an evidence base of where more are needed.</p> <p>We have prioritised smaller areas first in our delivery programme for destination charging and we have plans to ensure there is a rapid charger every 30mins or so along the main road network.</p> |

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| <p>EVCs in the wrong location</p> | <p>Better to have hubs rather than dispersed.</p> <p>Tourist areas rather than residents/ locals have been favored. Residential areas should be the focus.</p> | <p>The focus is to address gaps in the existing network. Sites should have the potential for future expansion.</p> <p>The council is developing a publically accessible network for all users, including residents, tourists and those passing through. The main bulk of EV charging is done at home and our network is more of a 'top up' one. We are exploring options for on-street residential charging.</p> |
| <p>Need money spent on other things</p> | <p>Parking and pot holes need to be priority.</p> <p>Waste of tax payers money, what about housing stock.</p> | <p>Separately to the EV strategy we have parking review ongoing at the moment; and this year we've spent over £8million on improving our road network. A lot of the external funding we get comes with conditions/is ring fenced – if we get funding for EV it must be spent on EV; if we get funding for schools it must be spent on schools etc.</p> <p>The Council no longer has housing stock, this transferred to ACHA in 2006. We work with our RSL partners through our Strategic Housing Investment Programme [SHIP] to develop affordable housing across the area.</p> |
| <p>Installations themes</p> | <p>Can't see a need for theme 3.</p> | <p>Residential charging is important as not everyone has access to private driveways, while we may not have housing stock we do have a role in working in partnership with HOMEArgyll, particularly where there is a crossover with the public road network.</p> |

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| | <p>Not all EVs can draw the maximum kW, chargers that charge 2 cars at the same time are needed.</p> | <p>Charging times will vary depending on the vehicles on board convertor capability, capacity of the charger used, the size of a vehicle's battery and the amount of charge your battery has upon arrival at the charging point.</p> |
| EVC Sites | <p>Petrol stations should be turned into charging stations.</p> <p>Why only council owned locations.</p> | <p>We are aware that some private providers are installing EV at traditional fuel stations although this seems to be initially at motorway service stations.</p> <p>Sites not in Council ownership can be considered if necessary to fill a network gap. Locating chargers at sites within Council ownership would be preferable as this is more efficient in terms of consents and future management.</p> |
| Lack of space to charge | <p>There is a lack of parking spaces this will reduce that even more.</p> <p>Council has to think about people social housing that has no driveways / more residential charging needed.</p> <p>What about lamp post chargers.</p> | <p>We are working towards SG targets, eventually all new cars will be electric and as this transition happens more parking bays will be allocated for that. We are conscious of finding a balance between EV charging and parking spaces.</p> <p>We will work with HOME Argyll partners and explore options for people who don't have driveways.</p> <p>We are exploring the option of piloting a targeted lamp post scheme to investigate how popular these would be.</p> |
| Nuisance factor with parking and charging | <p>Surely chargers will be centrally located and not next to homes.</p> | <p>Current focus is to install within Council owned car parks.</p> |

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| Speed/power of EVC | <p>Ultra, rapid or faster chargers should only be installed.</p> <p>Slow only in residential areas.</p> | <p>Different chargers required for different uses i.e. on the move, destination and residential.</p> <p>7kW EVC are suitable for overnight, residential charging.</p> |
| Getting around | <p>Charging times are too long.</p> <p>Chargers should be near other facilities.</p> <p>Hubs are needed.</p> | <p>Charging times will vary depending on the vehicles on board convertor capability, capacity of the charger used, the size of a vehicle's battery and the amount of charge your battery has upon arrival at the charging point.</p> <p>Sites should be at/on/near existing settlements with local amenities, with a view that the network development should bring consequential economic development gains e.g. EV users utilise local shops, cafes etc. while their car charges.</p> <p>Focus on network coverage [addressing any gaps in the existing network], with network expansion [expansion of existing provision on existing sites] to follow. Focus on equity. Sites should have the potential for future expansion.</p> |
| Cost of electric vehicles | <p>How many can afford an electric car.</p> <p>Funding should be available for home chargers.</p> | <p>The cost of electric cars is not something the Council can comment on/control.</p> <p>While we do not offer funding the Council does offer advice and signpost to organisation that do.</p> |
| EVC sites | Put in the fastest chargers available. | Different chargers required for different uses i.e. on the move, destination and residential. |

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| | Hubs rather than isolated EVCs. School car parks should be used. | Focus on network coverage [addressing any gaps in the existing network], with network expansion [expansion of existing provision on existing sites] to follow. Focus on equity. Sites should have the potential for future expansion. This is being explored. |
| Island charging sites | On street charging should be available. Rural areas of island need chargers not just towns. | We are piloting a targeted lamp post scheme to investigate how popular these would be. There are broader considerations about road safety and parking turnover with on street chargers. We have prioritised smaller areas first in our delivery programme for destination charging and we have plans to ensure there is a rapid charger every 30mins or so along the main road network. |
| Access to energy | How will the energy network cope. | This isn't something the Council can control – what we do is apply to connect to the mains and the DNO advises what the infrastructure requirements and costs are. |
| EVC maintenance | Chargers need to be reliable. | New maintenance and warranty contracts are being negotiated. |
| Price of charging | Pricing should be made clear. EVC users shouldn't pay for parking. | Tariff labels are on all EVCs and traffic wardens carry out regular inspections and replace any that are missing. No parking fees apply while using Council EVC. |
| EVC compatibility | Newer electric vehicles are not compatible with Councils EVC. | Advances in technology will make this inevitable – the life cycle of an EV charger is estimated at 10 years and we will look to replace/upgrade our existing stock as it reaches the end of its life. |