

Electric Vehicle Consultation

Summary of Results

1. Background

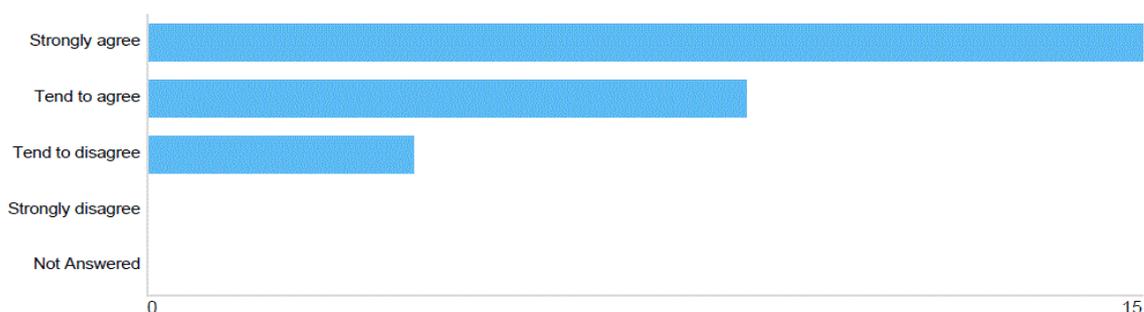
A consultation was carried out in order to receive views about the Council's draft Electric Vehicle Recharging Strategy and the actions that it proposed. The strategy was compiled to realise the potential demand and address the concerns of electric vehicle (EV) users. Research commissioned by Transport for London in 2015 identified the network size, speed and availability of accessible charging facilities as the key constraints in growing EV use and as a result with this in mind a variety of charging methods were proposed in the draft strategy.

2. Executive Summary/ Summary of Results

The online consultation had 28 responses. The overall view was that the strategy would result in more EV owners, as it would no longer require having a private parking space or garage for overnight charging. Also, there was a strong consensus that building charging points on streets will inspire more people to choose EVs. A number of respondents said that these on street charging points would need to be outside homes in controlled zones, so users could be sure that they could charge their vehicle every night.

2.1. Overall response to the strategy

A large majority, 86%, agreed with the strategy. Of this 86%, 32% of respondents were in strong agreement. 14% tended to disagree for reasons that will be discussed.



2.2. Suggestions for improvement

There were a large number of detailed comments with feedback on the strategy itself and the broader network of electric vehicles in Richmond.

Pavements

One participant mentioned that he did not have an EV because it would involve running a cable over the pavement which would be a hazard. Installing narrow (capped) slots cut across the pavements for cables was one suggestion to this. This could be undertaken by residents and address a lack of charging points. It was also proposed that pavement edge posts could replace existing poles that carry residents parking signage to minimise townscape clutter. Two respondents suggested that non-cabled solutions should be implemented such as charging via solar panels in the day time.

Resident priority

Another common request was to take steps to distinguish between residents' and visitors' charging EVs. Richmond Green was highlighted as visitor parking here is a particular issue. It was also noted that car clubs have already taken some parking spaces in this area so this should be accounted for when considering allocating parking spaces to become dedicated EV charging points.

Restrictions

It was requested that parking restrictions should be in place and enforced at the charging points to ensure that cars were not left at charging points all day, preventing other users from accessing.

Wattage upgrade

It was recommended that existing charging points should be upgraded to at least 7Kw to prevent queues at the new 7Kw points.

Infrastructure in place for expansion

It was felt that the ability to charge overnight would lead to fast adoption and thus the capacity to accelerate the number of charging facilities should be planned ahead. "Build it next to people's homes and they will come", was a statement by one respondent.

Ability to request charging points

Residents who owned EVs wanted to be able to request charging points outside or near their homes.

Other comments

One respondent wanted the Council to be able to have an input on the price that Source London will charge. Using lamp post charging points was recommended to avoid installation of further street furniture. It was also suggested that EV car clubs could be subsidised.

2.3. Suggestions for improvement to the strategy document

The general response was that the strategy was well researched, thorough and a necessary document for the Council to present.

Air quality

A number of comments called for more information to be included on air pollution in the borough. It was suggested that the document should include a statement on reducing air pollution from non-residents who pass through the borough, for instance those who travel on the A316, to ensure that air quality concerns address non-resident road users too. Furthermore, more detail was called for on the broader sustainable transport strategy, including how EVs, cycling and public transport will jointly address pollution and congestion. It was also suggested that it should be made clearer that reduced noise from EVs would contribute to improving air quality. Finally, it was highlighted that the strategy should reference the successful London bid for funding under the Go Ultra Low City Scheme.

Stance

Some feedback mentioned that the tone should be bolder and more forceful with a greater sense of urgency.

More evidence

It was recommended that there should be more on existing EV usage in Richmond, including evidence of consulting residents who already drive EVs. Some residents were concerned that there was no evidence of consulting with other boroughs.

More information was requested on the process for consultation at each charging point location, and that the document should be clearer on the cost of charging vehicles.

2.4. Suggestions for locations for Charging Points

Locating charging points in supermarket car parks was a popular suggestion. It was suggested that supermarkets have the capacity to monitor use and have a high turnover thus would be suitable for housing public charging points. Sainsbury's in Richmond and Kew Retail Park were mentioned on numerous occasions.

Other suggested locations were:

- Twickenham Embankment
- Holly Road car park for central Twickenham
- Hospital car parks
- The Royal Parks
- Ham Parade
- Ham Gate Avenue (specifically as people park here before going into Richmond Park)
- More in Kew as there are lots of streets without private parking.

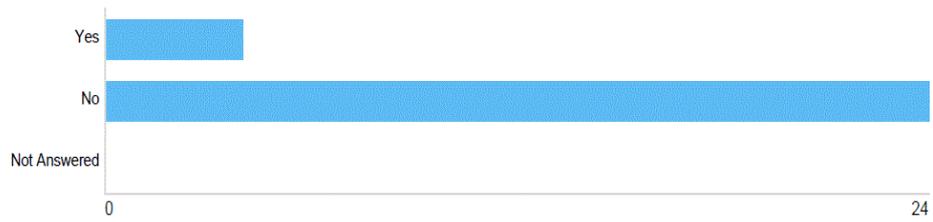
2.5. Current electric car usage of respondents

Only 4 respondents, 14 %, currently drove an electric car. 86 % did not. However, 26 people, 93%, would consider buying an electric car in the future. Four respondents stated that they did not own a car because at present the charging facilities in Richmond are insufficient. This illustrates the future demand which a charging point network in the borough will facilitate.

The main reasons why people did not own an electric car were: 1) Expense and journey limit – the opinion that there is not an affordable model with a range of 300 miles or more. 2) Pace of technology change – the view that better cars will be coming in the future eg driverless or hydrogen powered. 3) No need for a car in London- the availability of good public transport etc.

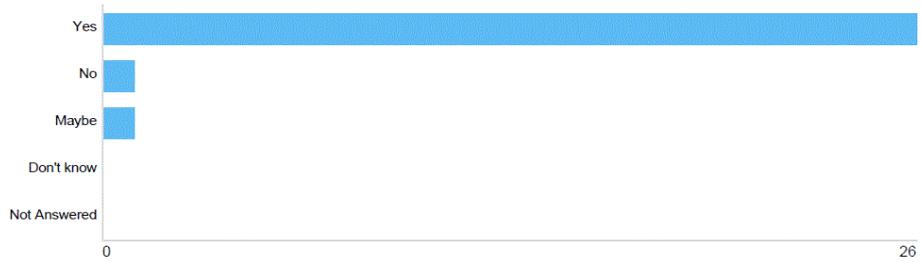
Question 5: Do you currently drive an electric car?

currently



Question 6: Would you consider buying an electric car in the future?

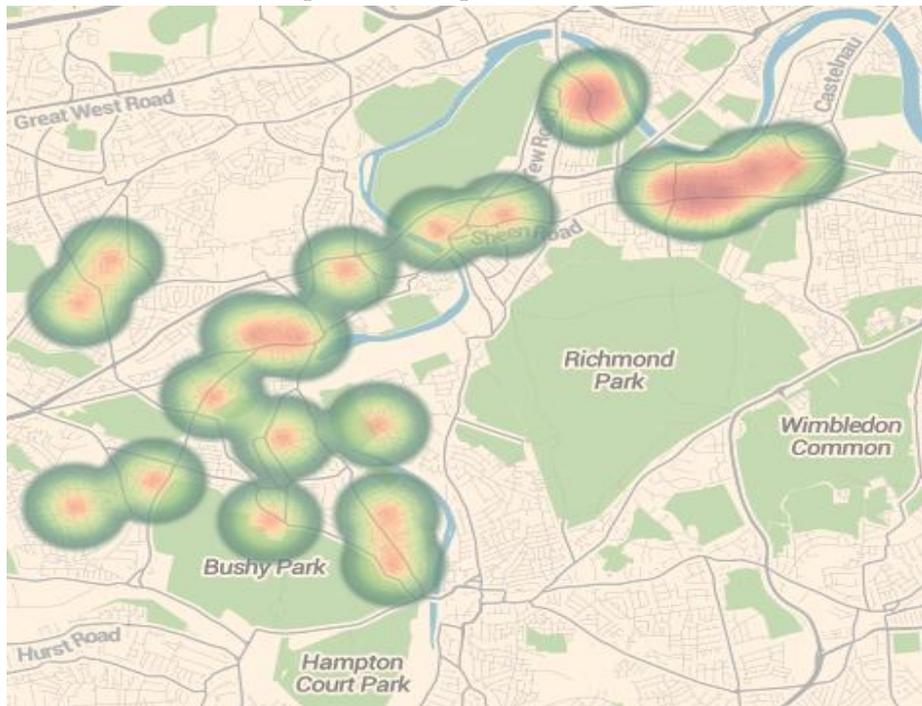
consider



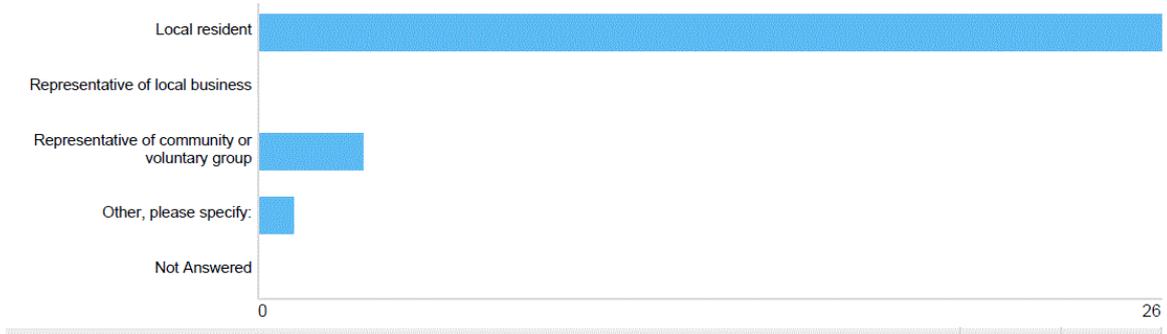
2.6. Gender, age and location of respondents

The majority, 26 out of the 28 respondents, were local residents. 10% were representatives of a community or voluntary group. The map below shows that the respondents were reasonably well dispersed across the borough however, the most were in Barnes and Sheen and there were also significant numbers in Kew and central Twickenham.

Map to show respondents addresses

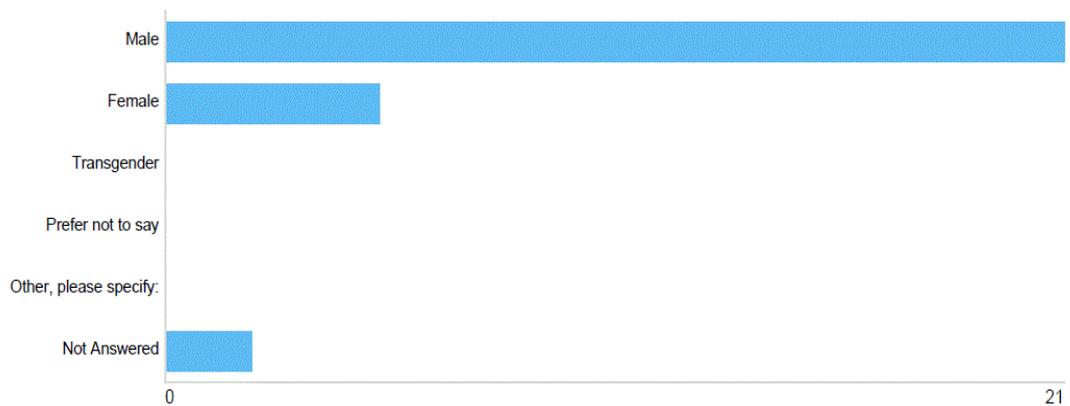


capacity

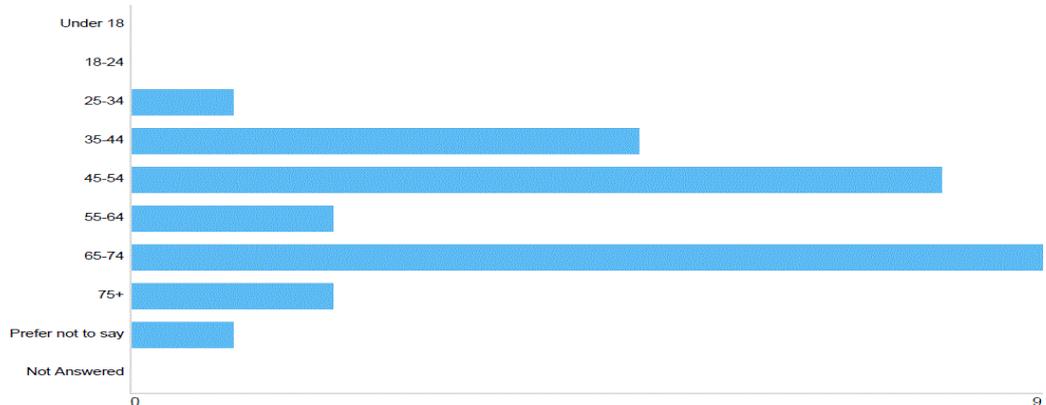


Twenty-one respondents were male and only five were women. This suggests that the demographic in Richmond who are interested in owning or already own electric cars is primarily male. The breakdown of ages was towards the mid to end of the age range; only 1 respondent was of the age of 25-34 and just 5 were 35-44. The highest numbers of respondents were in the 45-54 and 64-75 age categories comprising 29% and 32% respectively.

gender



Age



3. Next steps to progress to adoption

A brief report and summary of the plan ahead will be put on the on the Council’s consultation website.