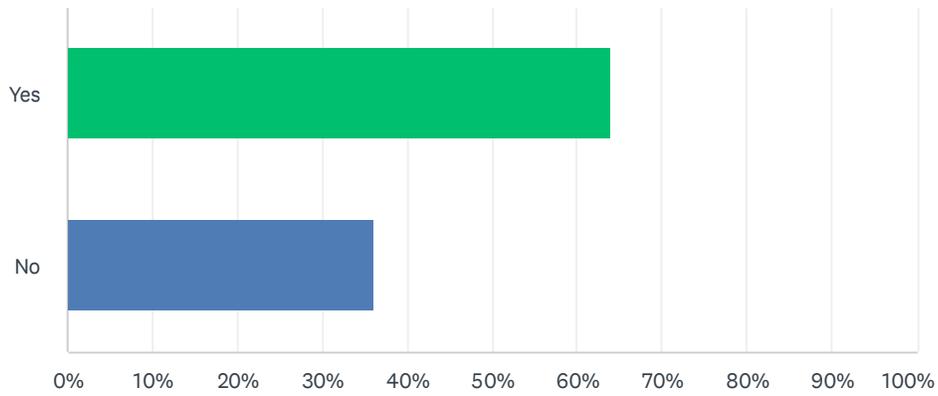


Q1 Have you read the Electric Vehicle Strategy?

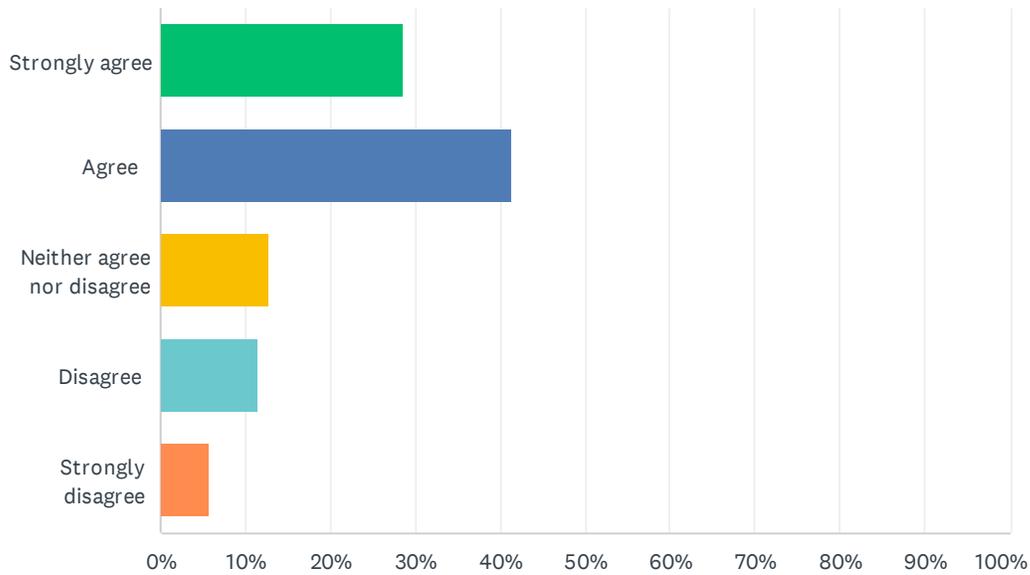
Answered: 89 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	64.04%	57
No	35.96%	32
TOTAL		89

Q2 Do you agree with the objectives stated in the EV Strategy?

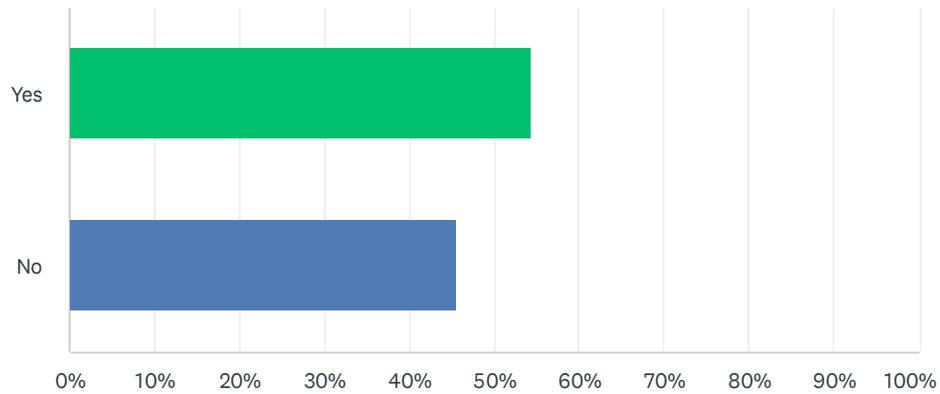
Answered: 70 Skipped: 19



ANSWER CHOICES	RESPONSES	
Strongly agree	28.57%	20
Agree	41.43%	29
Neither agree nor disagree	12.86%	9
Disagree	11.43%	8
Strongly disagree	5.71%	4
TOTAL		70

Q3 Do you think our strategy considers all road users?

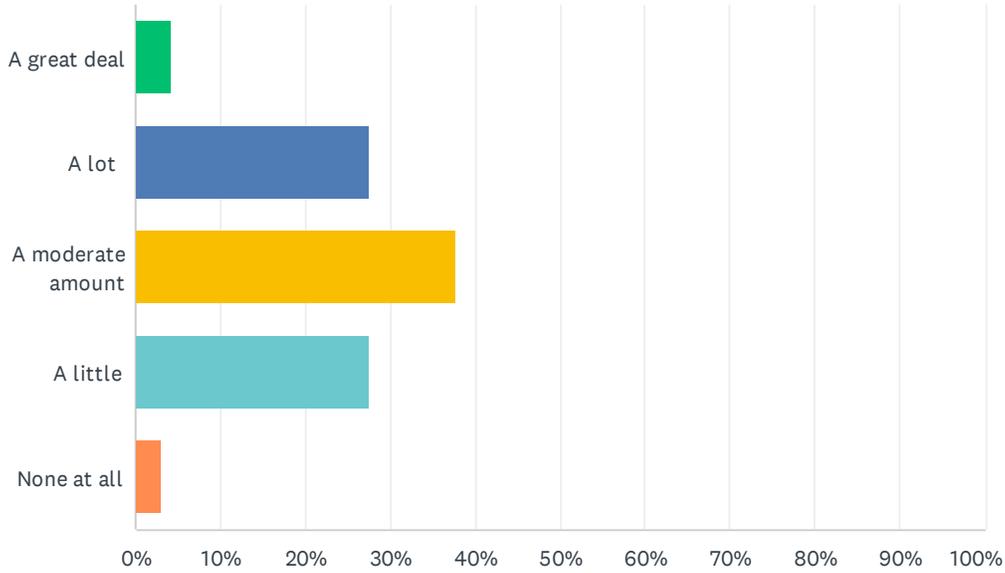
Answered: 70 Skipped: 19



ANSWER CHOICES	RESPONSES	
Yes	54.29%	38
No	45.71%	32
TOTAL		70

Q4 Do you think the strategy considers EV demand now and in the future?

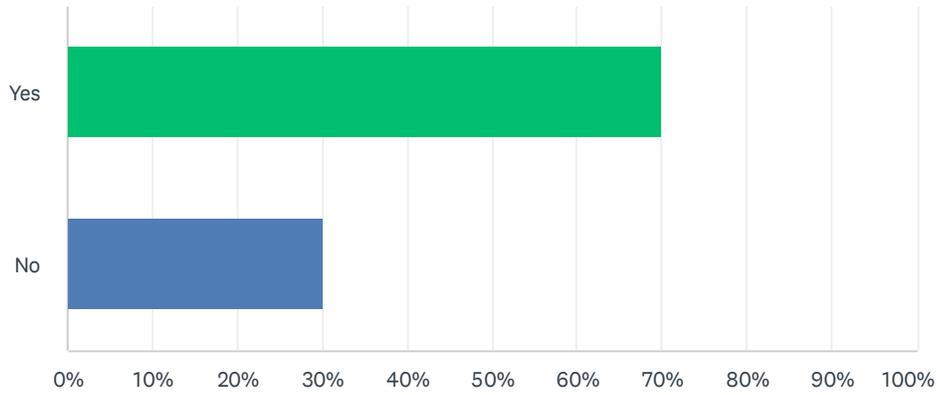
Answered: 69 Skipped: 20



ANSWER CHOICES	RESPONSES	
A great deal	4.35%	3
A lot	27.54%	19
A moderate amount	37.68%	26
A little	27.54%	19
None at all	2.90%	2
TOTAL		69

Q5 Do you think anything is missing from the strategy that needs considering?

Answered: 63 Skipped: 26

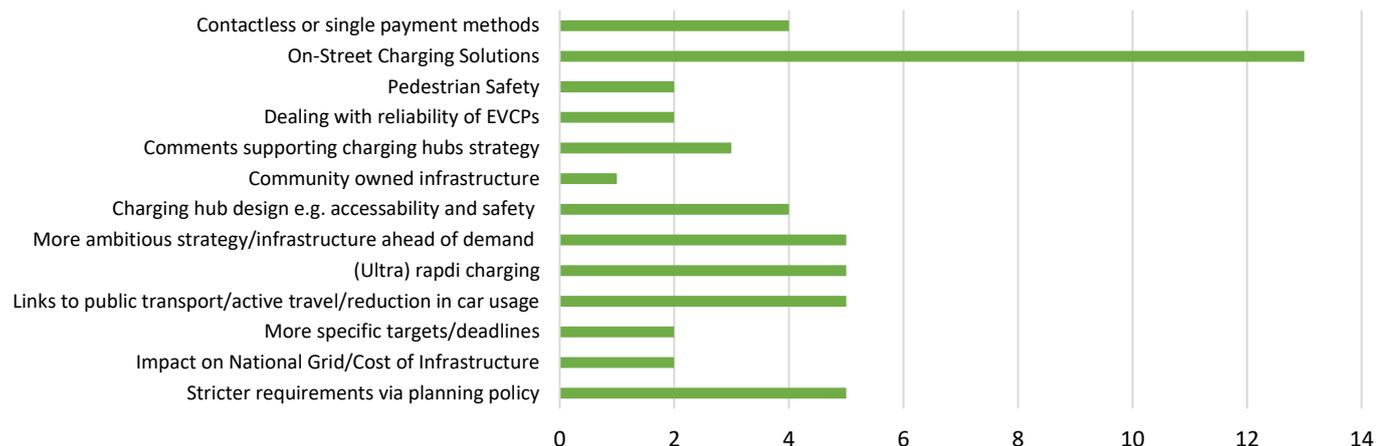


ANSWER CHOICES	RESPONSES	
Yes	69.84%	44
No	30.16%	19
TOTAL		63

Q6 If 'yes', please elaborate:

Answered: 44 Skipped: 45

Frequency of Topics Raised



More emphasis is needed on charging points on new developments. On street charging for residents is unhelpful

To get the best out of an EV battery, they need to be slow charged (less than 7Kw/h). This is called balancing. Public charging points do not have this type available. Even if they did, charging would take long so there will be practical(how to get there and back) and cost implications. There is no solution offered around on street parking which is the main gap in this paper. The challenge we have is not just Environmental (climate change, green house gas etc). Petrol is finite, it will finish. Also, relying on Petrol creates a security concern for the country (market volatility , war etc). So we dont really have other option. We have to make the best use of raw materials that make up the battery, since they are finite too. Regular Rapid charging physically damages the current battery packs. Regular Fast charging reduces battery pack capacity dramatically. Regular slow charging is the only way forward. Current battery pack capacities are not high enough. Reducing capacity by Fast charging is not the right way to about this. This is a good first attempt in defining our EV strategy. I believe there is an opportunity to make this strategy offer a genuine solution to many people like me who live in a terraced house hence do not have a drive way , and cant currently install an EV charger due to current regulations. I appreciate this is not just the Swale Councils challenge, it applies to the whole of UK. Governments should own this policy to fine details and set out guidelines. Another such national concern is lack of contactless payment option which makes it awkward to pay (download one of many apps , register etc which is not practical). What can we do to fix these fundamental challenges locally and beyond?

Infrastructure in line with say Westminster council (which is s is somewhat more professional)

Potential national supermarket chains becoming leading suppliers of EV points. Impact on local grid of higher levels of private take up of EV points

- confirmation that only central government will be used, and no additional costs are incurred by local council tax payers (council tax income should only be spent on public transport) - a more balanced rationale given that EVs use a lot more emissions to build...a better plan may be to focus on getting diesels cars (the most polluting) off the road - evidence that current SBC charging points are at capacity, so more are needed - do existing and proposed SBC charging points comply with the design and site considerations, especially interoperability - the action plan is too vague and has no actual targets, actual deadlines and allocated responsible officers; without these there will be no way of judging whether SBC has achieved its plan/strategy

The strategy needs to be linked to all policies. I moved to Hartlip in 2006 and both my older sons caught the school bus that ran through the villiages of Lower Halstow, Upchurch, Hartlip and Newington to drop the children to all schools in Sittingbourne. A 52 seater bus full. For political reason, you then could only get the bus if going to Westlands, bus shrunk to 12 seater. I believe it now doesn't run. As a consequence, all parents now drive their children to school and back, 50 cars now doing that journey. To avoid congestion through Newington which is constantly being dug up and at the Key Street roundabout, many parents and now taking their children to Medway schools, a further loss to Swale. Whilst no doubt it saved money, you now have 50 cars doing the journey of potentially one electric bus.

I live on a estate that as little parking and only on one side of the road on the part of the road that I live. the top of the road as parking cut into the pavement, the bottom of the road is the same, the part of the road that I live in as large grass verges each side but we can only park on one side of the road, this would mean that if I was lucky enough to be able to purchase an electric car, to charge it I would have to have wires from my flat going across the road to be able to charge the car. Also in cold weather the electric cars do not do what mileage is suggested by the manufacturers.

Road safety for pedestrians. Use of EV cars in winter, dead battery, no heating, loss of life
I do not believe local or national considerations go far enough when legally ICE vehicles will be replaced with EV's. We have 35 million cars in UK and nowhere near enough infrastructure in place to meet demand. The ideas suggested are a start but not ambitious enough. In my view as an EV driver all parking spaces should cover EV (eventually). I also think as part of local planning for business etc EV infrastructure should be included before planning is agreed. In addition, its good to say some EV chargers are in place but they only match what can be done at home 7kw maybe 20. There is a big need for 50- 100kWH chargers if we are to rule out ICE vehicles. There needs to be a bigger push if this is to work.
1 charger per 1000 is way too low, considering info was collated in 2020 and ev sales are rocketing. KCC need to be pushed to allow cable gullies or similar to assist ev adoption in on street parking areas. All new builds need to be required to install type 2 not just a socket. All new contracts for local services Refuse, Busses etc should require ev adoption NOW. All village halls need ev charge points even if only 7kw and remove the negative implication / cost / risk to the parish councils. Zap Map listing show restricted chargers not open to public Hyundai for instance. Qty of chargers shown on zap map does not represent what can be used ie Morrisons / BP show 2 rapids but only one can be used at a time due to connector type, therefore gives artificially high number of available rapids.
As the strategy notes, the target set by the Climate Change Committee of one public EVCP per thousand electric cars by 2030 sounds extraordinarily unambitious. There's a massive chicken and egg problem because people will remain reluctant to switch to EVs until they can see that the necessary charging infrastructure is in place. In urban parts of Swale (Sheerness, Sittingbourne, Faversham...), EVCPs should be incorporated into all lamp posts adjacent to on-street parking places and installed in all public and supermarket car parks without delay. Secondly, the stated objectives should all be measurable, or else should have indicators associated with them that are measurable. Ideal is "SMART," i.e. Specific, Measurable, Achievable, Relevant, and Time-specific.
A lot of houses are unable to have charging points & can't facilitate on street charging either. The idea of having to leave your car at a park or industrial estate overnight to charge is frankly ridiculous as it would open up a 'car park accessories' bonanza for thieves - lots of cars all unsupervised in one place & at night!!!
Charge points must have canopies to give shelter from the rain - and lighting. Petrol drivers don't get soaked, and you need to see your card and phone. Lone users feel vulnerable without lighting. Simple bus shelter structures with a solar panel on top would suffice.
Greater emphasis on providing service in advance of demand. People will not adopt EVs unless they think it's practical. Greater emphasis on rapid +charging. Slow or fast charging is useless except at home or in car parks. I have used the gridserv forecourt in Braintree and it is the future, but at least 6 will be needed in Swale!
The strategy underestimates the likely growth in demand for EVs. As EV prices reduce and vehicles become more available (and more of a secondhand market develops) people are going to switch EVs. This is likely to place additional demand on the local electricity network Infrastructure. Home charge points are expensive costing between £750 and £1250. It seems crazy that all houses in Swale Should have them when they will be not in use for much of the time. Local charging hubs connected to communities would be a much better use of resources and a potential source of income to the council. The strategy fails to mention ideas such as Charge My Street https://chargemystreet.co.uk/ where it is possible for communities to own infrastructure. The council could participate and encourage these types of schemes. I didn't see a reference to the possible use of council owned chargers (for its own vehicles) being made available to Residents when not needed by the council.
The rating of the charger and ease of which you can connect coupled with a reliable service are the most important factors. People do not wish to use a charger locally that provides little or no charge for the time parked (shopping etc) as it would be easier to simply use a charger at home. The chargers need to be a minimum if 22kw so that any time connected provides a useful charge. I accept that some cars can only charge at slow speeds but this will change with newer better models coming online. Secondly the ease of which you can connect and authorise the charger is the single most frustrating feature to EV users. Make it contactless for either card or phone something the combustion engine drivers already do. No more apps or rfid cards as this just complicates matters. Especially for the elderly or IT illiterate. Thirdly the networks and charging points that you do provide must work 100% of the time and be maintained accordingly.
it needs to recognise more the inherent issues with towns designed in victorian eras and the car to house ratio that now exists
The section on how the Local Plan Review and planning policy can facilitate EV use in developments needs strengthening - I think there should be a clearer and stronger requirement on developers to install charge points in new residential developments. SBC should use the stick of planning policy mire. Currently the list of actions (welcome back, put together a travel plan etc) look weak.
Whilst it is good that active travel is mentioned in the document. The ambition of reducing vehicle use overall must be stated much more prominently and frequently, and should be one of the key aims of this strategy.
I don't think the policies do enough to tackle the problem for residents with no off street parking. Land is a scarce resource.. We need more densely populated dwellings which will worsen the off-street parking issues in the future.

Hasnt been thought through enough all properties including old builds and houses on a main road are going to have to have charging ports wires all over pavements causing trip hazards and so many more problems! Not to mention electric cars are highly dangerous you cant hear them coming! Hows a blind person supposed to cross a road when it's one of the main things they listen out for a car engine taking that away would cause so many deaths a year so yes electric cars are not practical and certainly not safe!

1. Governmental figures suggest that at least 60% of dwellings in the UK do not have off road parking, therefore the availability of recharging points will never meet the demand that will only increase the nearer we get to 2030. 2. The only way to approach 'public' recharging points is for them to be Fast Chargers, this would allow the maximum amount of vehicles per day. Vehicles need to be recharged in the same time frame as filling up with petrol. 3. There appears to be no standard plug and socket arrangement for the vehicle to cable connection, therefore this would be a negative aspect in the decision making to give up petrol and diesel power. 4. There needs to be a single method of payment at the recharging point i.e by Credit or Debit Card or a single 'Recharge Card' linked to the customers household account. Of course, this would not work if householders were on a payment meter (pay as you go) so already one solution creates another problem to solve. 4. Giving up relatively inexpensive fossil fuel vehicles for more expensive EV's which are restrictive in the distance being able to drive, which in turn means greater running costs will be unaffordable for the vast majority of vehicle users, therefore the availability of other forms of affordable transport has to be in place before 2030.

The need to make EVCP's accessible for people of all abilities and physical capabilities. So, no obstacles for wheelchair users, screens of varying/variable heights. Some sort of tap and charge capability to avoid the need to use multiple apps for those of us less able to use them.

An initiative for EVCP's in residential roads for properties that do not possess a driveway. For example, giving street lights the additional function to be used as charging points, such as is being used in London. Another example would be charging points imbedded into the curb along residential roads, which can be fed through to specific property owners or be council owned, such as being used in Oxford. Either of these above listed examples (where applicable) could be provided for those who also have a disabled bay in a road with no driveways.

This is the most stupid idea I have ever heard. Millions of ordinary people can not afford an EV and with the cost of electricity going through the roof, they never will be able to afford one. I have a diesel car but only travel about three thousand miles a year and have to pay almost £300 a year which will probably increase in the spring statement. Apart from the cost of the actual vehicle, there is the total lack of understanding by people in government, councils etc on how we will charge these cars. I live in a narrow road in Sheerness and the road that leads to my address has two or three cars per household. These cars travel past their own address as there is no parking space left outside their own house so they park opposite my address. How are these people meant to charge their cars, ?, maybe they could run some very very long extension leads from their kitchen plugs, trail them up the street and plug their cars in them and hope no one trips over the leads. I have heard the idea of installing charge points in lamposts, well, you would need to install a lot more posts to handle the number of cars in the streets, I would imagine that you would need at least one outside each and every residence. Totally unachievable. I agree that we need to move to sustainable alternatives but EVs will never work.

the added cost to the older motorist, can not afford to buy an ev

The likelihood that other technologies for vehicles, such as hydrogen will prove a better solution and that the take-up of electric vehicles will never, and should never, be a significant element since they in themselves have significant environmental disadvantages.

What is to happen with the current fossil fueled filling stations? Who will bear the cost of the underground & associated infrastructure cabling, actual charging point equipment & disruption to all applicable residents / communities?

I know that on street terraced houses has been mentioned about how difficult this can be. However, where options are available to improve these areas, this should be looked at. For example Hilda Road, Sheerness. Has wide grass verges both sides of the road. These could be taken away and charging points could be made available. Houses have already dropped their kerbs in this area and park their cars on drive, But due to new rulings regarding measurements most have been unable to. It seems madness to me that same can and come can't. I understand public car parks will have points installed but in this area there is no public car parks, all I can think of is the large Sheerness East car park could be utilised in some way.

More needs to be done around the move from petrol/diesel to EV

Reconsider pavement gully for residential charging. It's a cost effective way to rapidly expand the viability of ev use

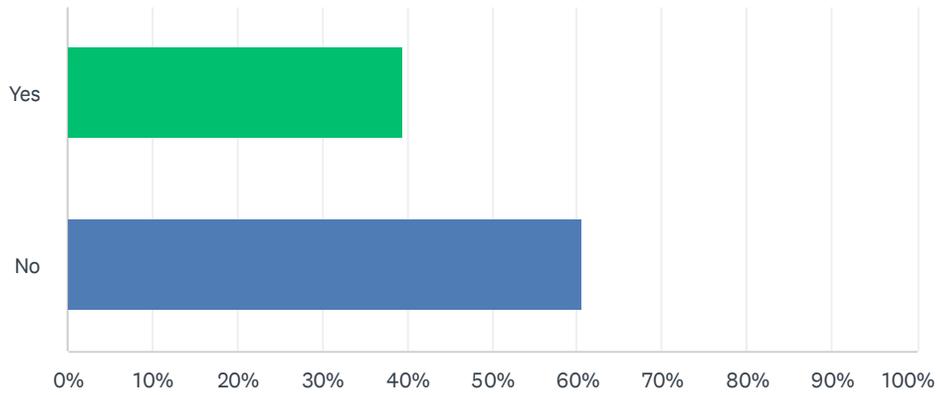
Provision of more rapid charge points in sittingbourne

Enforcement. Developers are obtaining planning permission for housing with conditions that elec charging points must be provided. However they are not being installed (E.g. old Milton pipes site - elec point NOT being provided for new houses that are being sold). Swale BC must get on top of this and check all site out otherwise it's pointless having conditions on any permission if it's not enforced

<p>We need to reduce car traffic be that fuel or electric. Both cost too much money so need to invest in better public transport than cars. Sittingbourne cannot meet the parking demands now so how is this going to change. Less parking spaces for petrol/diesel vehicles. Can't create another multi-storey and parking fees are too high. What are the health issues working near an electric charge point?</p>
<p>Price of electric.... the fact the most can't afford an electric car and the fact that vans can't go very far so will not be good for firms that travel.. lots can't get their car outside their house. What will happen to all the old batteries in years to come.</p>
<p>Further government grants to support installations of ev chargers in houses as well as flats, and a better service plan in place to service faulty charging stations, and better visibility of where to find charging stations.</p>
<p>Public charging points should be for the public to use and not council owned vehicles. Hybrid cars should be allowed to use charging points</p>
<p>Greater need for more car park charging across Swale, but the consideration of power network connection now before demand is greater increased on the network. Even if the provision of power is attained now this will secure this for the future and at todays costs.</p>
<p>The average person can not afford to buy a new electric vehicle</p>
<p>as the future will show, electric vehicles will not not be feasible for the average road user due to their low miles per charge, inability to tow, cost of purchase, lack of resale value once used, cost of replacement batteries when expires, will also impact on future contamination as the batteries cannot be recycled</p>
<p>There has been a £150 discount for council tax bands a-d. I'd like to see this extended to properties who have an EV. We've heavily invested in our own infrastructure with solar panels, expensive new car technology, home chargers etc and our energy bills have also gone up. Just because we live in a big house does not mean we have jobs that can finance huge energy bills, high council tax etc. Please cut us trail blazers a little slack!</p>
<p>Electric cars are more unreliable, more expensive and less environmentally friendly than petrol cars. The cost if this draft policy has not been stated</p>
<p>Much housing in Faversham is terraced. No-one will want to travel far for charging or want to wait for others to finish at hubs or other such locations. The strategy ignores how charging will work with on street parking.</p>

Q7 Do you think the Strategy goes far enough to encourage EV uptake, working within our role as a borough council (e.g. not the Highways Authority)?

Answered: 61 Skipped: 28

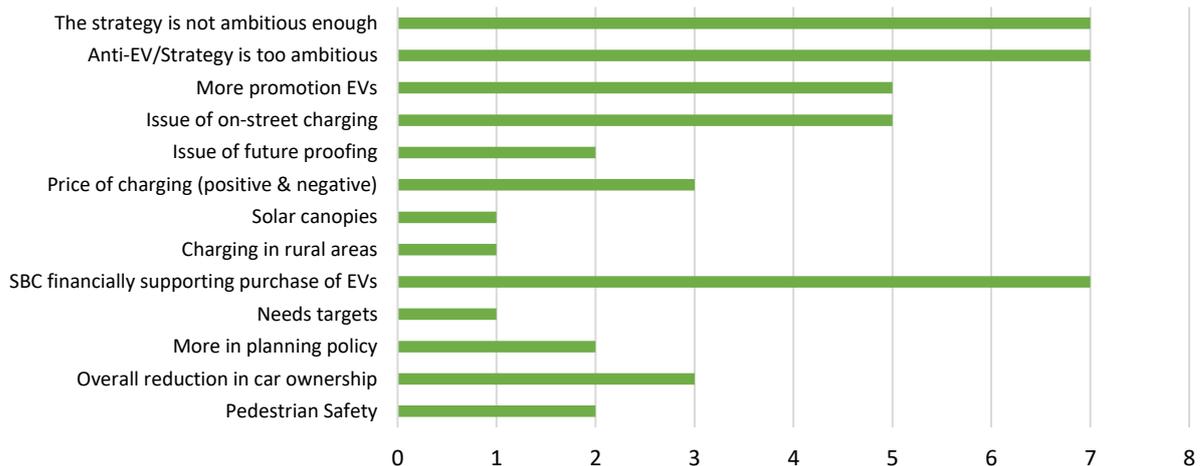


ANSWER CHOICES	RESPONSES	
Yes	39.34%	24
No	60.66%	37
TOTAL		61

Q8 Do you have any other comments on the Electric Vehicle Strategy (2022-2030)?

Answered: 43 Skipped: 46

Frequency of Topics Raised



Still not enough ev points with the additional ones arriving in the next 2 years

This is a very good first attempt. Unfortunately, it doesn't solve the problem for many people like myself who live in terraced houses. On street charging seems to me to be the only way. I believe, where there is a will, there will be a way. Permanent cable gullies (made of steel, much like the drainage gullies currently on our pavements) for each terraced house seems a reasonable proposition to me. That way, terraced house owners can charge their cars overnight when their car is parked outside their house. Thank you

Too little which is too late.

More PR on what you are doing. I stumbled on this.

See above; overall, it doesn't cover much on which charging point operators are more likely to be future proof, and who is responsible for maintaining the points in future

Pricing of charges at different sites will be key to take up

A fuller examination of the disadvantages of EV cars should be included.

Ev open days to encourage public take up, like Medway had in 2021. Involve local Ev groups owners (Kent EV on facebook) can help dismiss the myths around ownership and how capable Ev have become. Be more ambitious, Challenge KCC over on street charging, why can other authorities give the go ahead but not KCC?

Yes. The strategy should have quantifiable deliverables / measurable goals in order to enable officers and the public to track progress. The public won't make the switch to electric on the scale necessary until the necessary charging infrastructure is in place.

EV's could well be old technology with the introduction of newer fuel cell technology ie hydrogen & not only that, the fact that lithium, LFP & NMC mining is really not good for the planet & especially the people doing it - then the fact that lithium mines would run out of productive material! Then there is the added fire risk that cannot be ignored - but I'm sure will be!

One major thing stopping more electric cars is the ability to get them charged; therefore far more charging points are required

1. Charge points should be future proofed - batteries are getting bigger. No public charger anywhere should be less than 50 kW. It takes me 1 hour on a 22Kw charger to add 25 miles of charge. If drivers can charge at home they will - because they feel safe plugging it in overnight. If they are using a public facility they are probably trying to get somewhere. No-one wants to wait 4 hours (or 12 hours plus at 7kW) to charge up. 2. Dependence on an APP is a complete pain and is gradually being phased out by most providers (you don't need an APP to buy petrol) 3. Weather protection and lighting is essential

It's not urgent enough. All new houses should have chargers and solar panels. All car parks should have chargers and solar panels above them on scaffolding which would also provide shade

<p>I do not agree that the council owned infrastructure should be operated at below market value. This could have a negative effect on the development of the market. I agree however that EV's should be accessible to everyone. I consider that it would be better to support specific individuals (For example those on universal credit or others in need) through a shared ownership or grant scheme. This would be much more targeted support than selling electricity at under market value. If the council can generate profits from its owned infrastructure (in car park to example) then these profits could be used to subsidise access to EVs for those in need. Rural areas present particular challenges; while the strategy mention this, I think it needs further thought as to how Swale's strategy should respond to this.</p>
<p>Home charging points are extremely expensive to have installed. It would be useful if local authorities had some form of grant scheme to aid this, which in turn helps spread the need for public charging points</p>
<p>No on the whole it's a great start. More charging points available at shopping outlets and services for each type of user is required. 22-50kw for shopping outlets and 50+ for services as it reflects what a typical user will require in relation to speed if charging. The last point is cost, it must be enticing for the event driver otherwise they will not utilise the chargers and opt to charge at home. Lastly have the council considered a bud and taxi 100% roll out?</p>
<p>See my previous comment. The strategy is very good but I think there should be more on how planning policy can be used by SBC (and KCC) to require private developers and business to install EV infrastructure as part of community gain by design. Part of consenting criteria.</p>
<p>This document seems to be well intended but ultimately much too timid. To achieve the aims stated in the first paragraphs you will need to explicitly take on car dominance and be clear at all times that the aim is that overall vehicle use will be reduced.</p>
<p>All new builds need facilities around the edge of developments... Encourage people to park away from their front doors. Keep the inner streets of developments for pedestrians</p>
<p>Daft idea as well as dangerous!</p>
<p>If government - be it National or Local - want everyone to switch away from fossil fuels to EV (or another source of fuel) or to switch to buses and trains (I refuse to use the term Public Transport as there is no such thing in the UK, just lots of private companies offering very poor services) then these modes of transport will have to operate 24 / 7 and 365 days per year, in other words being available when the public want to travel, where to and at an affordable price. I offer these comments as a member of the Environmental Working Group and Vice Chairman of the Freight Council, Logistics UK</p>
<p>I believe we will need way more charging points than the government's recommendations. I also believe that financial incentives would help take up of non-ICE vehicles</p>
<p>Even more publicity and promotion can only be a good thing. I found this in the article in the local paper but had to carefully put in the address to my mobile. I'm someone who is planning on a used ev for our next vehicle so I took the trouble to read the article. We need a really big push to get the news out there that a) there are second hand evs available, still not cheap but they don't deteriorate with use like a fossil and it's now obvious that contrary to myth, apart from early Leafs batteries do not deteriorate b) although they are undoubtedly costly the running costs are a fraction of fossil fuel vehicles. Not only is electricity cheaper when charging using a home charger at night rates, or if like me that's not an option folk need to know that they can ask for a charger to be put in their local parking area. Another option to test out the type of car you might like is to try the all-in short term subscription services from various companies. The monthly cost seems quite high but if you can afford it for a single month you're fully covered for insurance, charging, maintenance etc. and you get to really test a particular vehicle. Knowledgeable promotion and myth busting is key I feel.</p>
<p>To promote charging of Electric Vehicles in public, charging points should be available in every single parking space within car parks/multi-storey car parks. This will also encourage drivers to think about getting an EV if they charge points are more readily available. Additionally, and a more specific point to my local area. The Shortlands road free car park (and other car parks of its like) should be resurfaced and charging points added to every space available, again, to encourage use of EV's.</p>
<p>Please stop this nonsense until you have found a way around all the problems that I have pinpointed.</p>
<p>not enough thought put into the infrastructure.</p>
<p>The strategy goes too far. Councils should inform but not push or coerce it's residents from their own choices. EV is not the answer to everything and is prohibitively expensive and fraught with supply problems.</p>
<p>What is will SBC recommendations to fossil fueled vehicle users who cannot afford or have the facilities for an EV?</p>
<p>I know that on street terraced houses has been mentioned about how difficult this can be. However, where options are available to improve these areas, this should be looked at. For example Hilda Road, Sheerness. Has wide grass verges both sides of the road. These could be taken away and charging points could be made available. Houses have already dropped their kerbs in this area and park their cars on drive, But due to new rulings regarding measurements most have been unable to. It seems madness to me that same can and come can't. I understand public car parks will have points installed but in this area there is no public car parks, all I can think of is the large Sheerness East car park could be utilised in some way.</p>
<p>Financial encouragement</p>

I would like the council to look more at how to reduce car traffic full stop and make use of public transport in electric buses. Remove car parking fees if you want residents to shop in Sittingbourne High Street or Faversham. Retail parks are free parking as do the supermarkets so little incentive to come into town. The low/no noise risk of vehicles cause a huge safety risk for pedestrians and children.

Can the council really afford electricity vehicles as they are expensive and will they do the job you want them to.

To meet future demands of ev uptake, you need to work with car manufacturers to build a suitable plan to market ev cars and ev charging.

All charging points should be for public use during evenings and weekends. Council owned vehicles should not be parked in these spots. More charging points need to be installed.

In the right direction and EV usage in Sittingbourne is definitely in the rise. The more in public car parks will promote use from businesses and the public. This will bring more people to Sittingbourne which will increase economic stability and contribute to Swale becoming an environmentally conscious borough.

I will not be rushing to buy an electric vehicle

I have no faith in the 'electric car' technology and believe the headlong stampede has been badly thought out. As with 'windfarms' which the public were sold as -- will save money on energy bills --- which the evidence of today show was a pure fantasy by those pushing the projects -- the electric car will be shown as the white horse of the future I believe - the money could be better spent elsewhere -- especially as since the war in Ukraine fired the first bullet, no matter what the uk now does, nothing will change what the environment will do in the future ---

Many of the charge points listed on Zap-Map do not work or are not actually for public use. Please just keep on adding charge points at all council car parks and incentivise the supermarkets to do so. Please offer council tax discounts to those of us who have self financed chargers and solar panels and role this out as an incentive for others to install the same. Please offer landlords a discount/grant scheme to purchase chargers or solar panels for rental properties.

It is reasonable to charge for charging electric vehicles. The cost should be controlled to ensure that people without access to home charging are not penalised.