

## EV CHARGING SURVEY RESULTS BY STREET

| Number of responses                 | Question 1                         | Question 2        | Question 3        |
|-------------------------------------|------------------------------------|-------------------|-------------------|
| Angel Lane - 1                      | N                                  | Y                 | N                 |
| Churchgate St -7                    | 2Y / 5N                            | 2Y / 5N           | 4Y / 3N           |
| Church Walks - 5                    | 5N                                 | 3Y / 2N           | 5N                |
| College Lane - 2                    | 2N                                 | 2Y                | 2N                |
| College St - 5                      | 2Y / 2N / 1DK                      | 3Y / 2N           | 1Y / 4N           |
| Crown St - 11                       | 8Y / 2N / 1DK                      | 6Y / 5N           | 5Y / 6N           |
| Greene Mews - 4                     | 4N                                 | 3Y / 1N           | 1Y / 3N           |
| Guildhall St - 8                    | 5Y / 3N                            | 3Y / 5N           | 4Y / 4N           |
| Hatter St - 1                       | Y                                  | Y                 | N                 |
| Honey Hill - 1                      | N                                  | N                 | Y                 |
| Langton Place - 1                   | N                                  | N                 | N                 |
| Old Dairy Yard - 1                  | N                                  | Y                 | N                 |
| West Front and<br>Gt Churchyard - 3 | 2Y / 1N                            | 1Y / 2N           | 2Y / 1N           |
| Westgate St - 3                     | 2Y / 1N                            | 1Y / 2N           | 2Y / 1N           |
| Whiting St - 14                     | 7Y / 7N                            | 1Y / 13N          | 7Y / 7N           |
| Wm Barnaby Yard – 4                 | 2Y / 2N                            | 4N                | 2Y / 2N           |
| Totals                              | 31Y / 38N / 2DK                    | 28Y / 43N         | 30Y / 41N         |
| Percentages                         | 44% Yes<br>53% No<br>3% Don't know | 39% Yes<br>61% No | 42% Yes<br>58% No |

## EV CHARGING SURVEY COMMENTS

24 out of 71 of respondents provided additional comments. They are listed below by street.

Y and N at the beginning indicates their answers to the 3 survey questions.

1. Do you own an electric car or intend to get one by 2030?
2. Is your home suitable for installation of an electric charger?
3. Would the provision of on-street chargers influence your decision to buy an electric vehicle?

### CHURCH WALKS

NYN - I can't see Bury's grid being suitable for EV street charging. It would vastly increase the existing parking chaos, as vehicles would simply hog the charging points.... an issue that will be true in most cities. I can't see street charging being a practical solution with existing charging and battery technology, and it seems the agenda is overly optimistic.

Somehow, with the dearth of scientific knowledge (and practical experience) among politicians, I'm not entirely surprised.

Is it really necessary to provide electrical charging points in every street, bearing mind the inevitable disruption and expense involved in their installation?

Ø Would it be cheaper, more effective and less intrusive to enable near empty batteries to be exchanged for a fully charged one at any garage, in the same way that one can fill up a tank with petrol at any garage anywhere?

Ø Surely this would offer a new lease of life for all those garages which inevitably will suffer as vehicles use less petrol / diesel. What eventually will happen as a result of this loss of trade?

Garages closing? Endless petrol pumps requiring disposal? Jobs being lost?

Ø In supporting an additional battery recharging service would this not only secure a viable future for garages and their workers, but also enable a smooth transition from decreasing petrol / diesel driven vehicles to the increase in electrically driven ones?

Ø Given the significant environmental and health hazards both immediate and longer term in producing and using a sufficient supply of lithium-ion batteries, not to mention the environmental effects of their recycling, has any thought been given to the overall effects of such a provision?

Ø My understanding is that Lithium mining is an industry situated primarily in North and South America, Asia, South Africa, Australia, and China, with the Cobalt needed for the Lithium-ion batteries largely being mined in the Congo .

Is it morally or economically acceptable to have to rely totally on imports from other countries, leaving them to deal with all the hazards and environmental issues arising therefrom?

Could this ultimately lead to a repeat of our current energy crisis?

Ø Finally and more immediately, does the overall visual and practical effects of on-street charging points receive any consideration whatsoever in the current proposals being given to the town's on street parking issues?

### CROWN STREET

YNY – 3. Yes it would – perhaps some could be in Chequer Square with a couple of the spaces dedicated to charging only

YYN – I would support on street charging points for residents

YYN 3 -local on-street chargers are not really relevant to me, but I am influenced by the national lack of chargers. I believe there are under 30,000 public chargers in UK with about 200,000 EVs so far which is quite inadequate.

If these were the only chargers available ignoring domestic chargers, & assuming 2 hrs is a reasonable top up time then all these chargers would be occupied for 12 hours a day, ignoring their situation in relation to the users position, on the assumption they are even in working order!

I actually believe the government's decision is one of panic, not giving due consideration to the national grids capacity to cope & the mileage range required for our cars.

Hydrogen would be my long term choice.

NNY – I would definitely get one if there were suitable charging points

NN - 3. On-street chargers may influence whether we purchase an electric car but the critical issue would be whether there is any available parking alongside them. We need separated parking and charging spaces with time-limited parking in the charging spaces.

### CHURCHGATE STREET

NNY - I would love to have an electric car but with no off street parking it would be impossible to charge. I suspect that at least 50% of parking spaces would need individual access to charging points by 2030 and 25% by 2025.

NNY - I would get one if I was confident about charging it.

N / Y NY - The range between charges needs to improve before I buy an electric car.

NYN - Age reason not driving.

### WEST FRONT AND GREAT CHURCHYARD

YYN 3. No. The major factor would be the widespread availability of working rapid charge points on a par with the availability of petrol stations.

Comment: The government's plans to ending the sale of petrol and diesel cars by 2030 are flawed and will result in many unintended consequences.

NNY - The time is coming when I want to trade in my car, but if I did buy a car this year, it would not be an electric car because there are not enough charging stations.

#### WESTGATE STREET

NNY 1. No - but we will certainly consider getting one by 2030. In fact we have bought two new (second hand) cars in the past 3 years and on each occasion have seriously considered electric car options, but excluded them partly due to practical difficulties with charging.

YNY 1. I do not have an electric vehicle. I will probably need to change my car by 2030 and would certainly consider an EV.

2. I have off-road private parking in a shared private car park. I do not think I could at present install my own charger as my parking space is remote from my house and any surface cable would cross communal areas. I imagine the users of the car park may well at some time consider installing a communal point. I am also likely to move before 2030 and obviously do not know what my position would then be.

3. Subject to the above, yes, the provision of on-street charging facilities would influence my decision to acquire an EV.

#### GUILDHALL STREET

YYY – I support street charging as not everyone has a garage.

NNN –

1. Do you own an electric car or intend to get one by 2030?

No and No. The range is too low. Charging is inconvenient. And an EV needs to do c.60,000 miles before it has less environmental impact than a conventional ICE car.

2. Is your home suitable for installation of an electric charger?

No. And there's no parking on our side of the road, so charging would depend on finding a parking place...Moreover, charging would be at a commercial rate, not the domestic rate.

3. Would the provision of on-street chargers influence your decision to buy an electric vehicle?

No. Because:

(a) there's no parking on our side of the road, so charging would depend on finding a parking place...

(b) charging would be at a commercial rate, not the domestic rate

(c) chargers would be (another) blot on our precious streetscape.

NNY - In answer to your survey: -

1. Do you own an electric car or intend to get one by 2030?

We don't own an electric car now, but we are talking about it for environmental reasons, if an appropriate small car was produced, and if the charging question could be resolved satisfactorily

2. Is your home suitable for installation of an electric charger?

No, it isn't as we live on the street in the grid.

3. Would the provision of on-street chargers influence your decision to buy an electric vehicle?

Yes it probably would, although it might not help much if available chargers were both some way distant, were not properly secure in use, and were as insufficient for the number of electric cars as the availability of parking spaces round here.

#### LANGTON PLACE

NNN - By 2030 we will be 86 and 89 respectively, we also currently have a parking place for our car in the Langton place car park and would hope they would provide facilities by then, even if we do not use it, but we do feel that provision for electric car charging should be available to everyone who has a car.

### WHITING STREET

YNY - I would like think that I would have an EV before 2030. But from an environmental point of view, I believe it is better if I make do and mend my ancient car as long as possible as the manufacture of new vehicles is not good for the environment.

NNY - On street chargers would have to be provided for every parking space to make sense. For example; the on-street charger in Southgate Street is always occupied by a petrol / diesel vehicle!!!!!!

NNY - However, we would not be keen to have an on-street electric charger that took up too many of the existing resident parking spaces as these are already woefully inadequate for the number of resident parking permits sold by the council.

NNN- If electric cars were much cheaper and there was some evidence that their very expensive batteries had a long life I might consider buying a second-hand one. But until then the ownership is too fraught with potential hazards such as poor second-hand value, difficulty with repairs and parts, slow charging and of course the impossibility of using an in-house charger for those without rear access and / or a garage. If however our rented garage was fitted with a charger that might change our minds.

YNN - I take possession of a Tesla fully electric car in march. It's a company car. I have no ability to install a charger as we only have on street parking. I have notified the west Suffolk council as per their website but haven't heard anymore. I'm obviously hoping that soon there will be provision in Zone D and was thinking of seeing if permit could be provided for Westgate Street where they have a couple.

NNN - comments

We do not own or intend to own any sort of car.

Please consider the need to radically reduce the use of any cars in the town centre.

For most residents these are unnecessary.

I have only needed a taxi a few times in 4 years,

we are a 10 minute walkable town so those needing to travel further should keep them outside the centre where affordable parking and charging could more cheaply be provided.

There are only a tiny number of vulnerable residents who really need their own car parked near their house

and arrangements should be made to have them charged elsewhere.

All Cars are a nuisance though EVs are of course better.

NN 3 - what sort of charger? If intended for overnight charging, that might be useful but would be probably in heavy demand. If fast charge (e.g., 30 minutes to 1 hour) then you could create special charging bays only for the use of electric vehicles being charged. Such bays could not be used for more than an hour, the charger would switch off and a penalty notice issued automatically if the car over-stayed significantly. Charging bays would have to be specifically for electric cars with fines for non-electric cars that used them - plus they need to be clearly marked, and at the end of a row of parking bays. Converting normal bays to electric will reduce parking space in the town centre for non-electric cars. A decision to buy an electric vehicle will depend on what charging infrastructure is available and at what cost.

