

Electric Vehicle Strategy Consultation

SURVEY RESPONSE REPORT

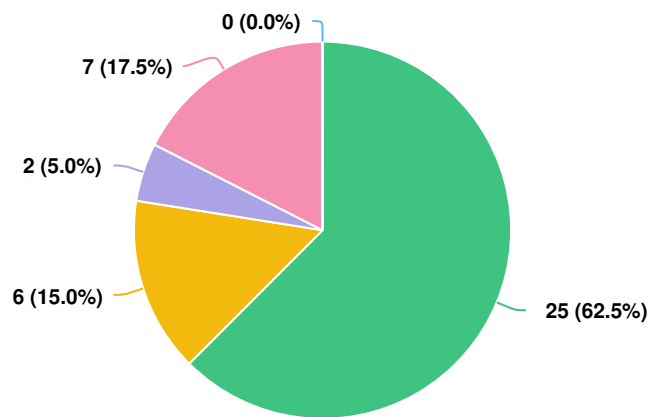
14 June 2023 - 05 November 2024

PROJECT NAME:

Electric Vehicle Strategy Public Consultation

SURVEY QUESTIONS

Q1 | To what extent do you agree with strategic objective TRDC EV1: To provide a publicly available charger network in council o...



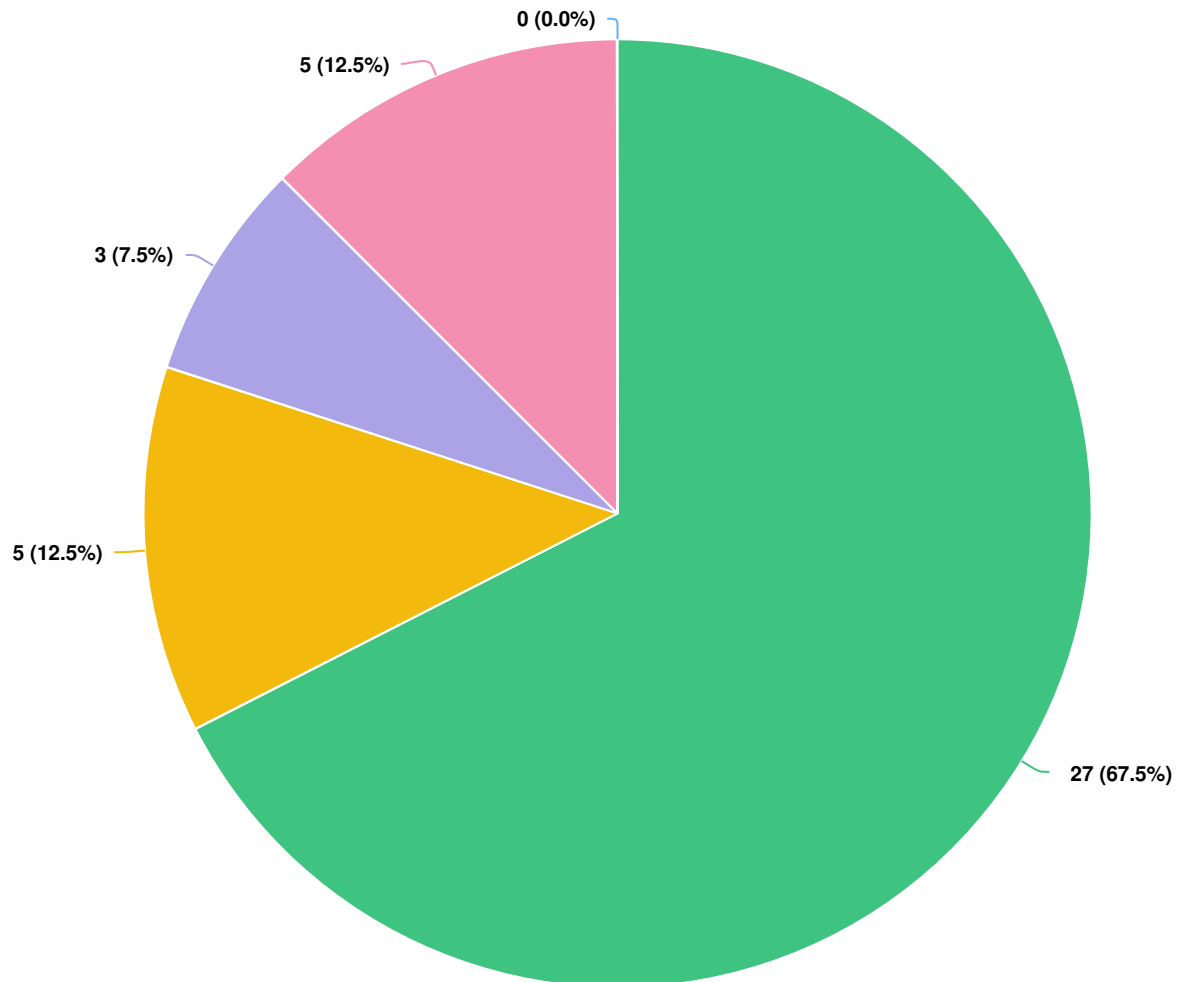
Question options

- Strongly agree
- Agree
- Neither agree or disagree
- Strongly disagree
- Disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question

Q2 To what extent do you agree with strategic objective TRDC EV2: To provide a publicly available charger network in council owned car parks at destinations (e.g. leisure centre)?



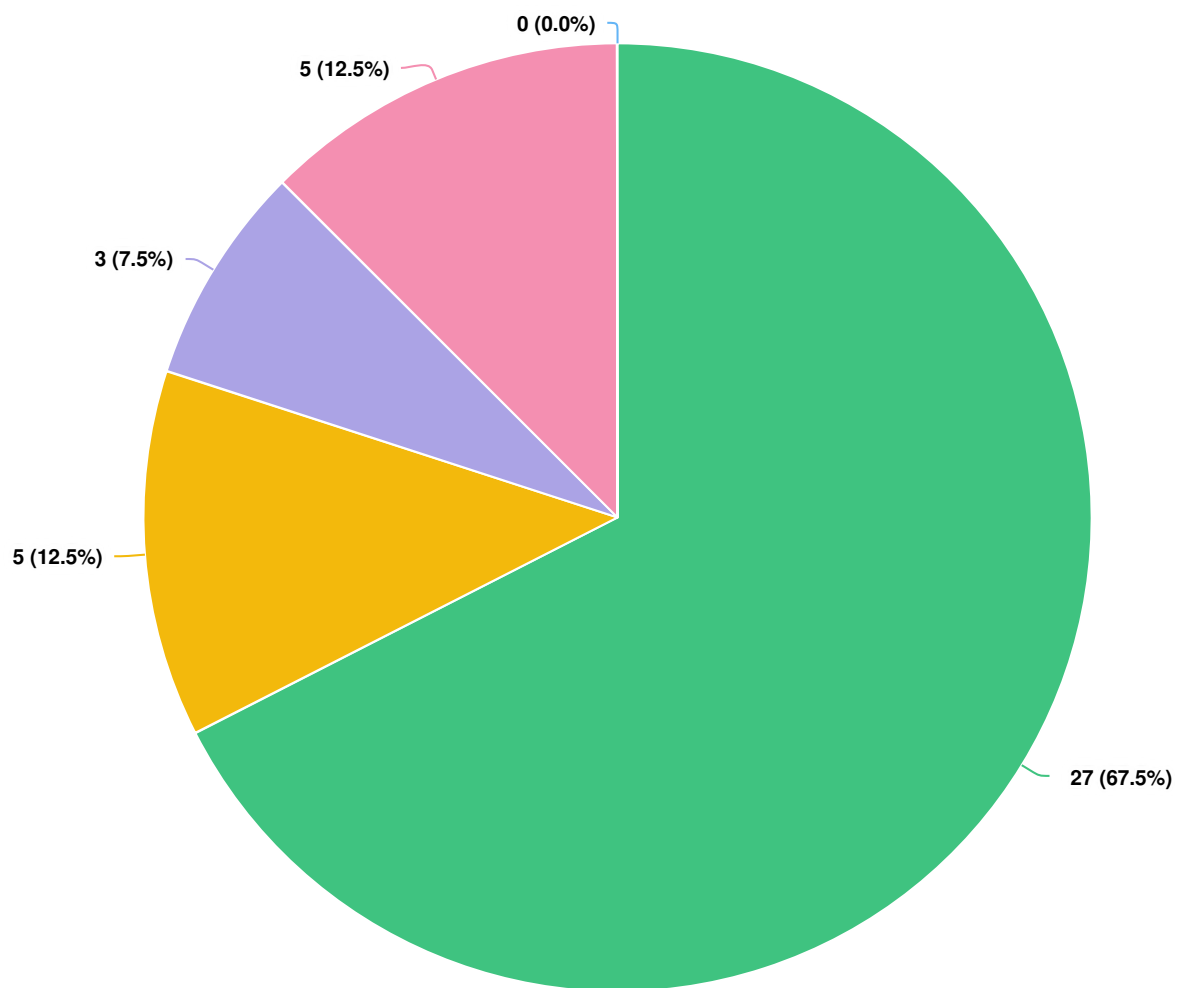
Question options

- Strongly agree
- Agree
- Neither agree or disagree
- Strongly disagree
- Disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question

Q3 To what extent do you agree with strategic objective TRDC EV3: To provide a publicly available network (based on available evidence of charging need) that promotes equal access to electric vehicle charging, including those with disabilities, in rur...



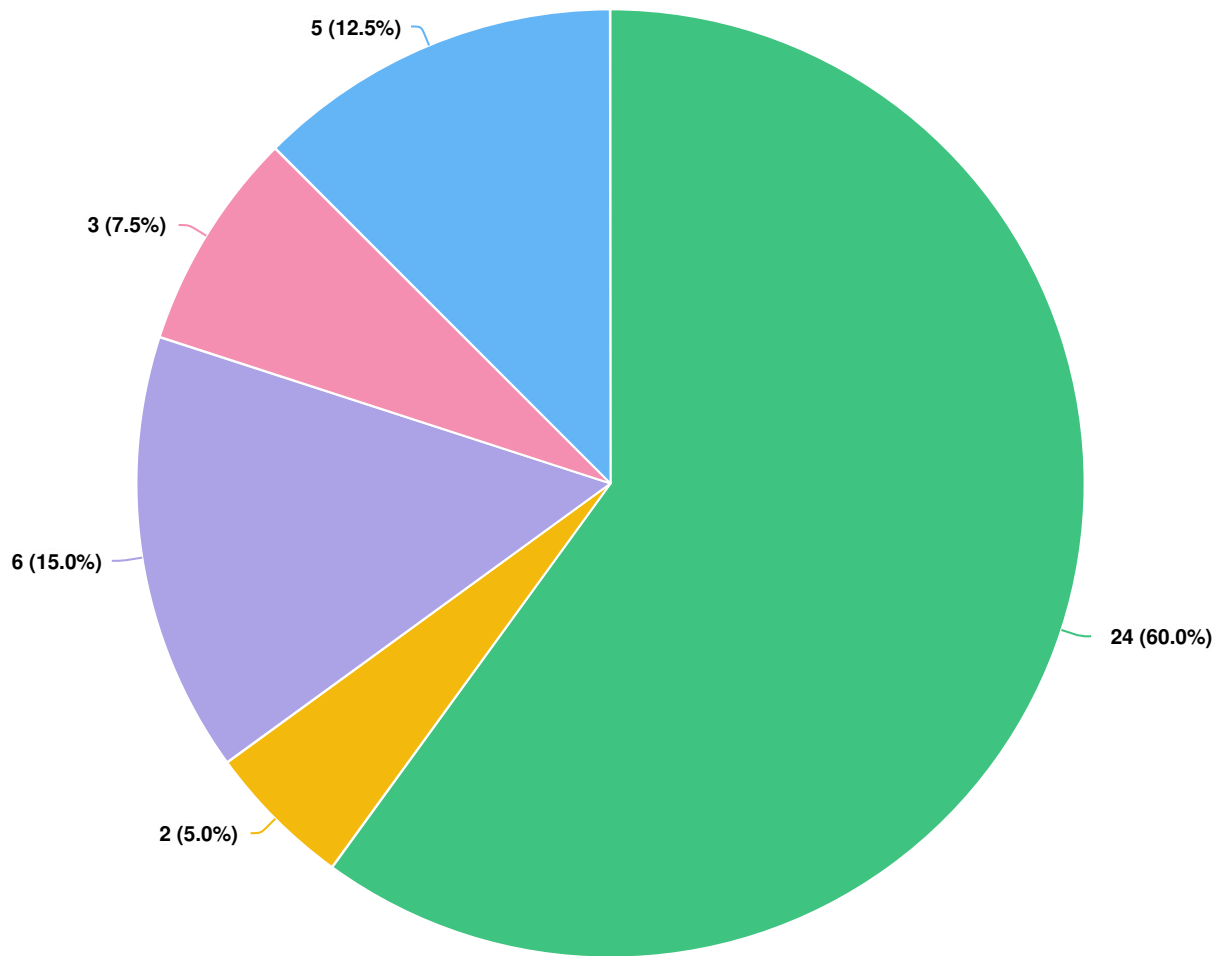
Question options

- Strongly agree
- Agree
- Neither agree or disagree
- Strongly disagree
- Disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question

Q4 | To what extent do you agree with strategic objective TRDC EV4: To work alongside Hertfordshire County Council, as the Highways Agency, to provide a publicly available charger network in on-street residential parking locations?



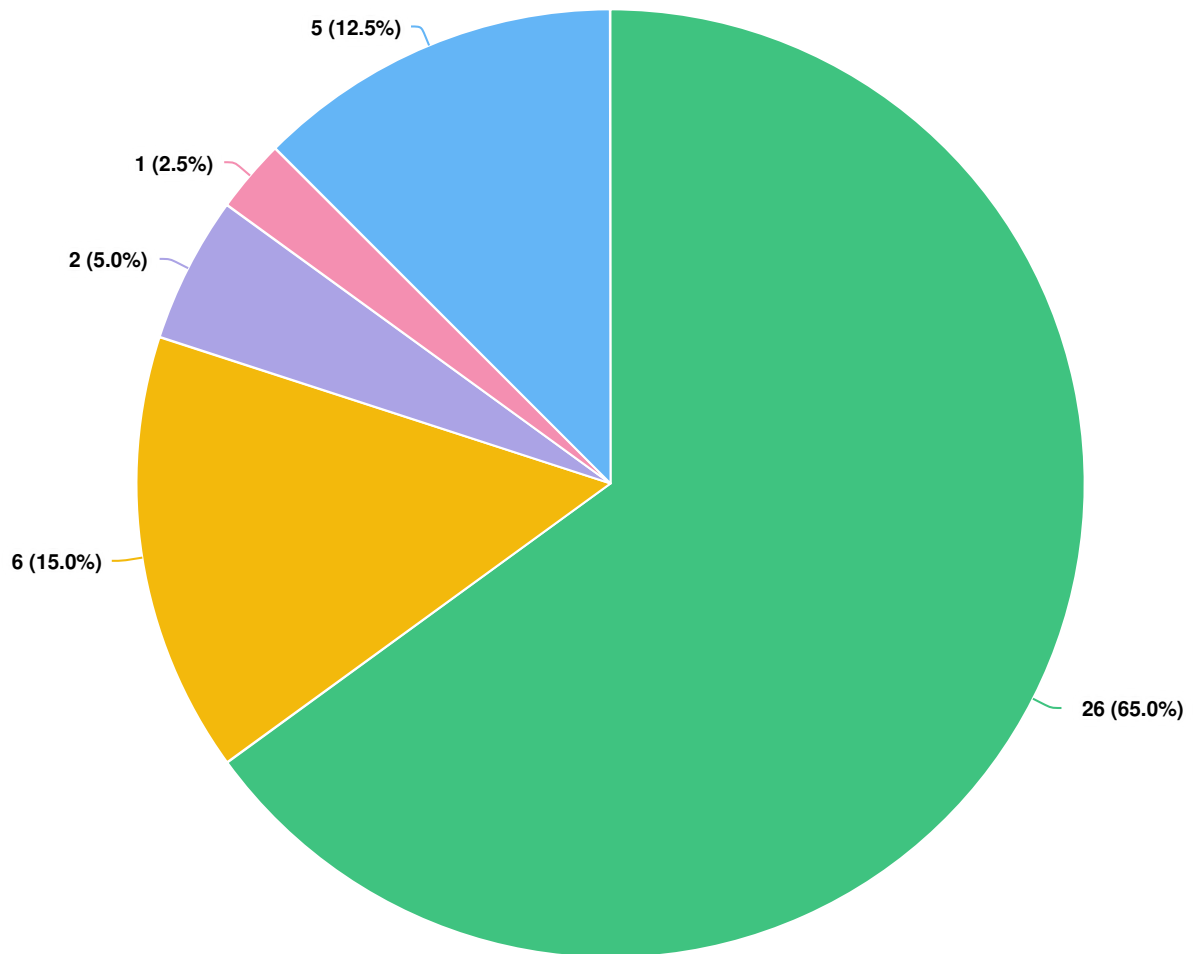
Question options

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question

Q5 To what extent do you agree with strategic objective TRDC EV5: To work alongside Hertfordshire County Council to leverage Office of Zero Emission Vehicles (OZEV) funding and the private sector to support the development of a charger network?



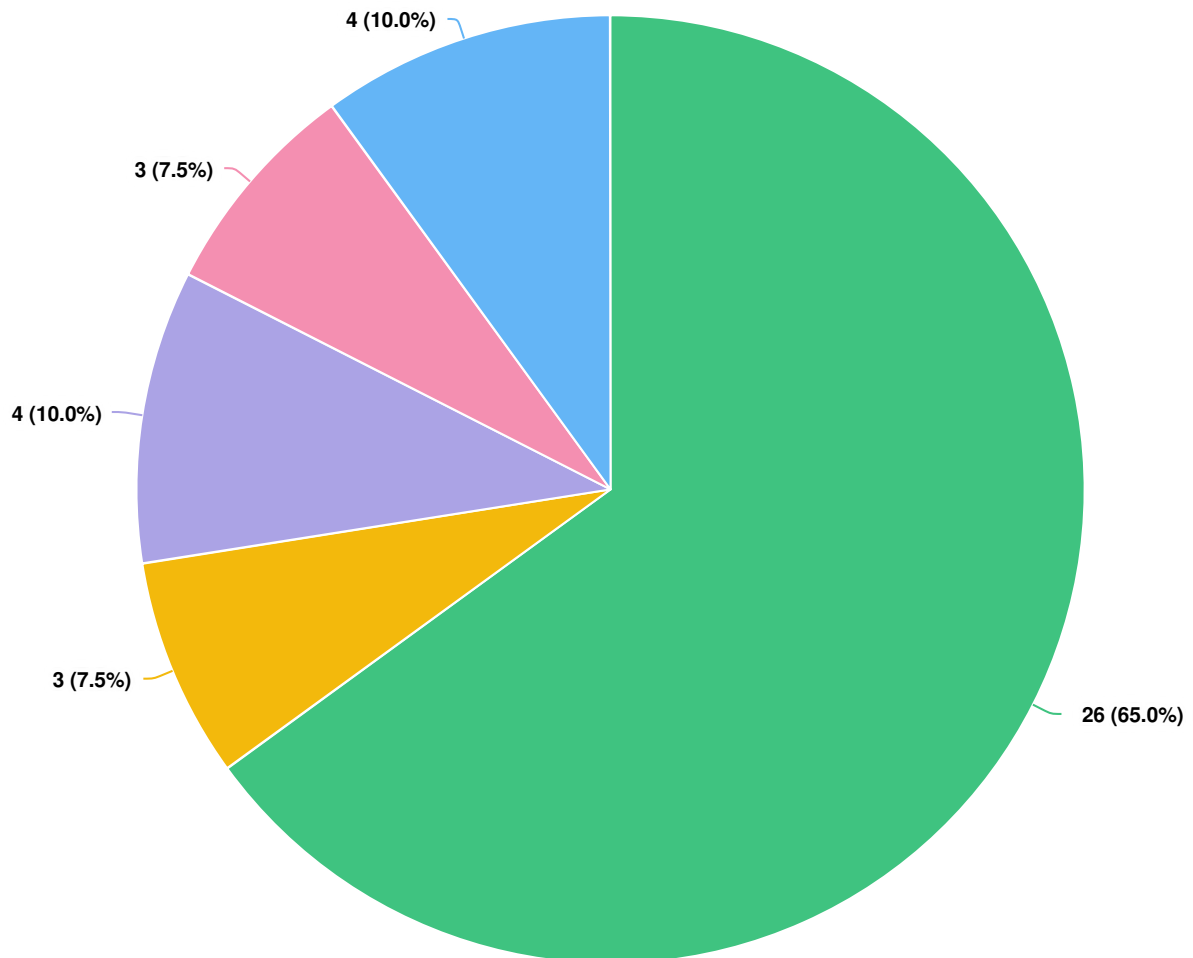
Question options

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question

Q6 | To what extent do you agree with strategic objective TRDC EV6: To support the adoption of consistent charger standards across the district to ensure the best outcome for end-users?

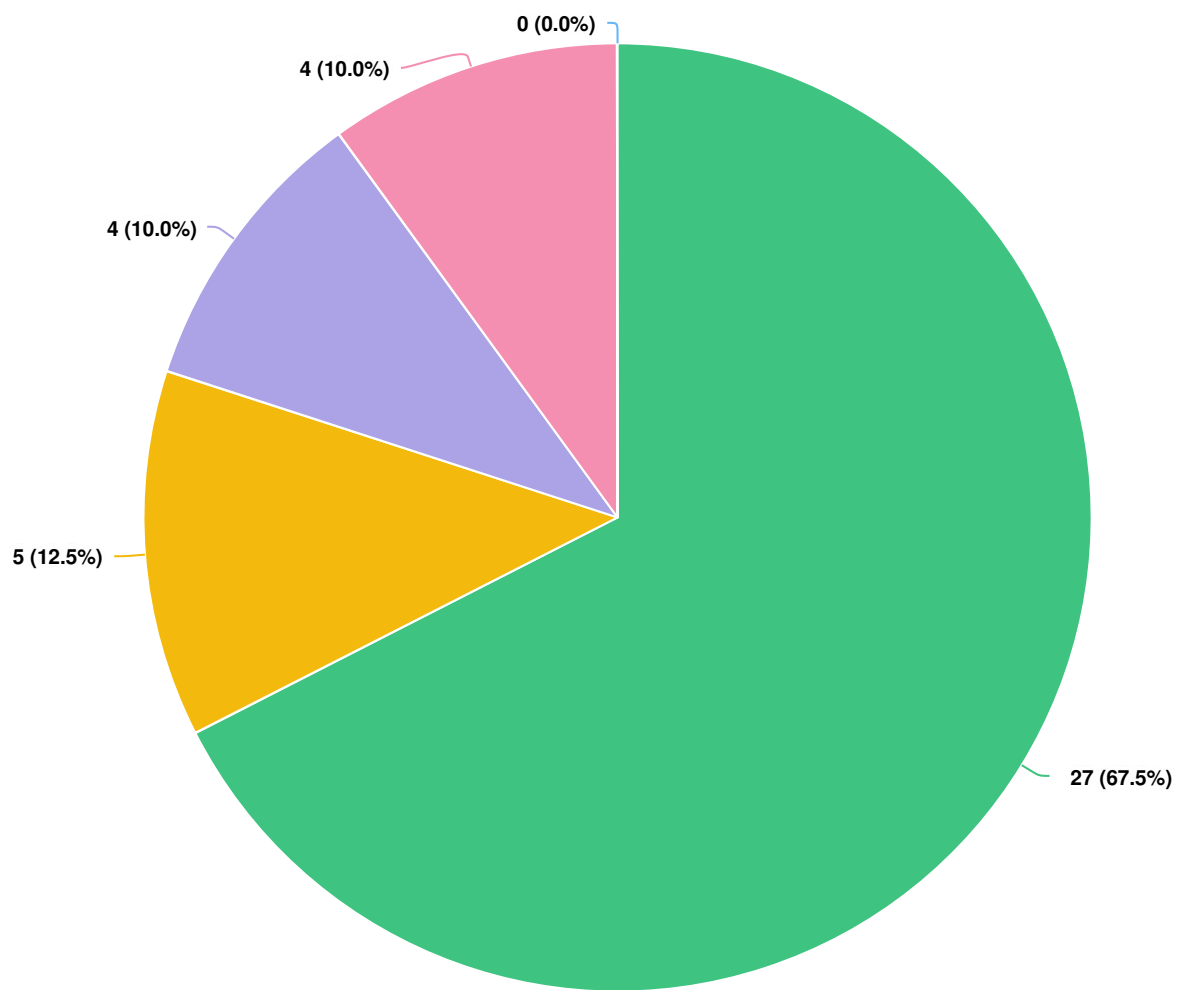


Question options

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

Optional question (40 response(s), 0 skipped)
Question type: Radio Button Question

Q7 | To what extent do you agree with strategic objective TRDC EV7: To keep up to date with technical innovation, policy development and funding opportunities to enable an agile approach able to adapt to changing market trends?



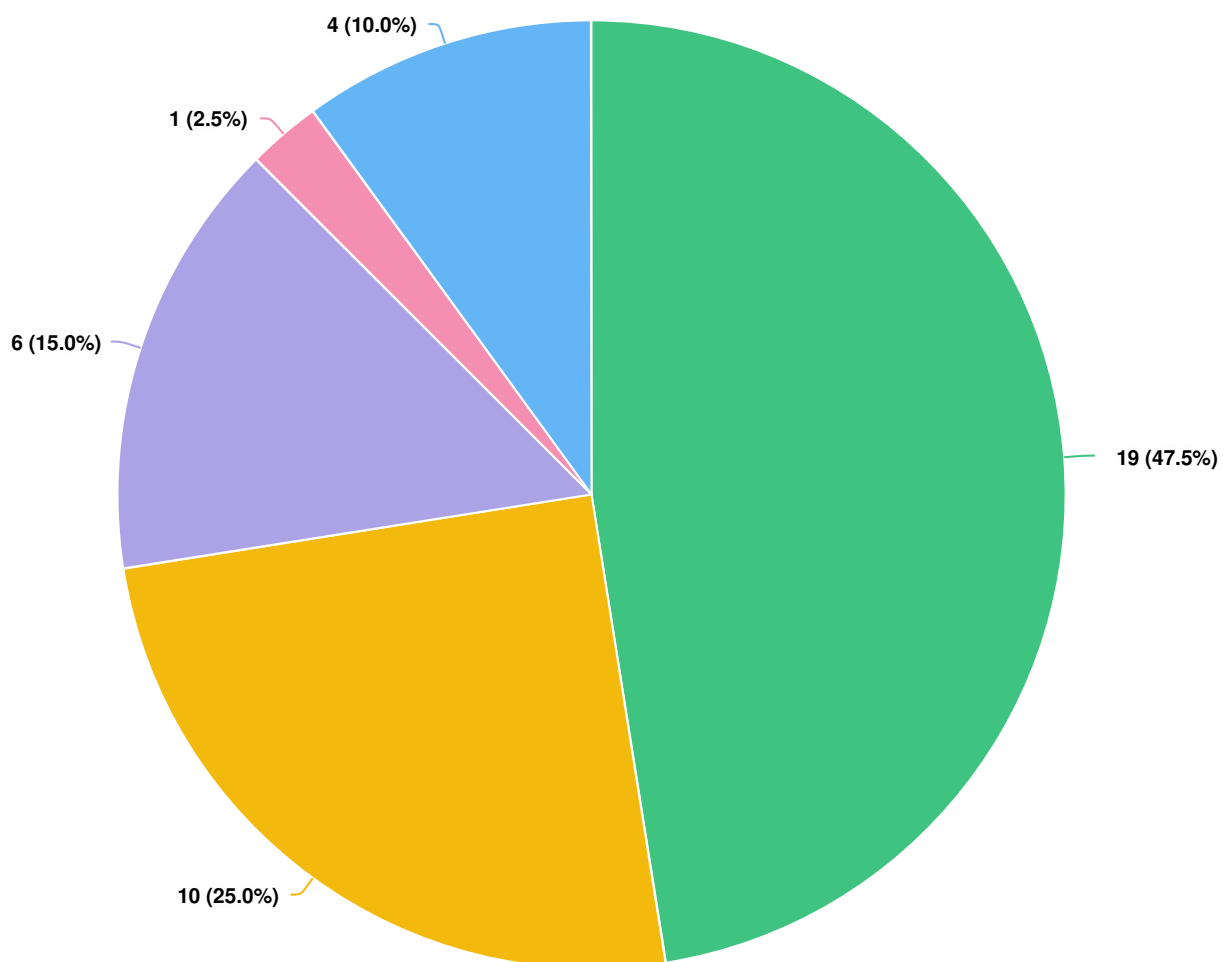
Question options

- Strongly agree
- Agree
- Neither agree or disagree
- Strongly disagree
- Disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question

Q8 | The Electric Vehicle Strategy proposes what method and funding the council will use to deploy Fast and Rapid Chargers, as summarised in the table above. To what extent do you agree with this approach?



Question options

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question

Q9 | Please provide any comments or feedback on the proposed Electric Vehicle Strategy

Screen Name Redacted

8/23/2024 02:12 PM

In line with objective 7, with rapidly advancing technology, is there a fallback position to avoid Council losses if chargers soon become obsolete, so they are not left with Betamax white elephants?

Screen Name Redacted

8/24/2024 11:05 PM

The way forward is not Electric Vehicles, but Hydrogen Fuel vehicles.

Screen Name Redacted

8/26/2024 12:14 PM

Nothing should be done that negatively impacts any resident that already has an EV charge point installed at a private residential home. Early adopters should not be adversely impacted in any manner.

Screen Name Redacted

8/27/2024 10:48 AM

Any streetlight charging facilities must ensure that access over dropped kerbs cannot be blocked by those charging their vehicles. I am aware of occasions when drives have been blocked and the homeowner has been unable to leave their property. If this is designed-in the issue is resolved before it occurs.

Screen Name Redacted

8/27/2024 11:10 AM

It is wonderful the TRDC are proactive in identifying the need for EV charging and are actively doing something about it.

Screen Name Redacted

8/27/2024 12:57 PM

The sooner the better.

Screen Name Redacted

8/27/2024 05:49 PM

The chargers should be available not far from end users, I'm not going to leave the car 10 minutes away on charge leave and then comeback when it's finished, so street charging and solutions for people without drive (like oxford city and milton keynes approaches). And the big impediment at the moment is the kw price on this scarce available charging stations, while at home you can charge with 4- 8p, they are billing us at 40-80p(so 10x the price).not even the 22p which we are being charged for home consumption. Until then you can fit 1000's of chargers which are not going to be used because of the high prices. I for definitely have been in contact with my local mp's and county council and no one wanted to hear about any stuff I mentioned above.

Screen Name Redacted

Rapid chargers are of less importance and fast chargers more

8/27/2024 11:10 PM

important in car parks and residential sites where cars are typically parked for periods exceeding 30 minutes. It's much better to offer more fast chargers rather than fewer rapid chargers. Very easy account and payment arrangements are essential and options for non-mobile phone payment management should be available.

Screen Name Redacted

8/28/2024 10:33 AM

The deployment of charging points in car parking places will make it even more difficult to park.

Screen Name Redacted

8/30/2024 05:23 AM

1. I think we need to be sensible with tax payers money...get it right first on cheaper, easier access areas before dealing with more expensive connectivity in more rural areas. 2. Please think about how things 'look'. 3. Please choose chargers which are simple and easy to use.

Screen Name Redacted

8/30/2024 10:12 AM

Cables across footways/pavements should not be allowed. The council should not be subsidising electric car parking in any way.

Screen Name Redacted

8/30/2024 03:56 PM

More on street charging is needed to encourage more people to take up Ev cars

Screen Name Redacted

8/30/2024 06:36 PM

Please consider the price for charging. It should not be to generate profit over the cost of providing the service.

Screen Name Redacted

8/30/2024 06:40 PM

Electric vehicles are dangerous and should be banned, they also cause more road damage in use.

Screen Name Redacted

8/31/2024 08:22 AM

I would like more information on how control of the charging point parking spaces would be made, so that spaces were freed up as soon as possible after vehicles are charged.

Screen Name Redacted

9/01/2024 12:43 PM

TRDC should not be funding charging points, but should be encouraging more people to walk or cycle safely the short distances which are often travelled. The private sector should be providing charging point and this should cost should not be put on our council tax, especially as most people cannot afford an electric car. Planning for new builds should include charging points and this should include towerblocks. TRDC must realise that the electric car may not be the answer to net zero and at present we do not have a strategy to reclaim the rare earth metals and lithium from currently used

batteries. This will cause a serious problem with waste disposal and loss of valuable raw materials. There is evidence that electric vehicles are causing a significant damage to our roads as they are much heavier than normal cars and charging points on streets often cause tripping hazards to pedestrians, especially those that are partially sighted.

Screen Name Redacted

9/01/2024 12:49 PM

Please involve Tesla they provide the fastest chargers and support all EVs, more importantly their chargers are the most reliable as many EV chargers fail.

Screen Name Redacted

9/03/2024 05:49 PM

Parking spaces in the villages are already too limited. Losing even a single space to an EV charging point will add additional strain, more illegal parking and be detrimental to the high street. I object to my tax being used to pay for something I won't use. If people want an EV, they should pay to have one at home at their own expense. With the popularity of EV's falling dramatically, this is likely to be a huge waste of my money by the council. It's far too soon to commit so much money and land to such a scheme.

Screen Name Redacted

9/04/2024 03:44 PM

Most charging will be at home but reasonably priced away from home charging will also be important.

Screen Name Redacted

9/18/2024 02:34 PM

We must look to the future and plan now

Screen Name Redacted

9/27/2024 10:11 AM

Charger on street locations in town and village centres must not take up shopper parking spaces, which threatens the viability of our high street shops, especially in villages. Chargers should be put in car parks, where people can leave their car on charge for a lengthy time, so that shoppers can still park on street and do their shopping.

Screen Name Redacted

9/29/2024 03:29 PM

I object to my council tax being wasted on EV chargers in the district. EV's are not the sole solution and other more viable options exist. There are more important issues the council needs to address than wasting money on Net Zero projects.

Screen Name Redacted

9/29/2024 05:36 PM

The TRDC Electric Vehicle Charging Strategy focuses upon and addresses the need for providing EV charging points in locations accessible by the public. There appears to be no reference or suggested links to any current, emerging or planned TRDC policy to encourage EV charging points funded by private residents and

installed on their properties. And for TRDC to recognise a policy should include the production of guidelines for residents on an effective method on how to apply for applications for and obtain the associated Planning and Listed Building Consent for listed buildings or buildings located in Conservation Areas. Articles and significant comments can be found online regarding long delays and difficulties experienced by residents making such applications to Local Authorities in other areas

Optional question (23 response(s), 17 skipped)

Question type: Essay Question