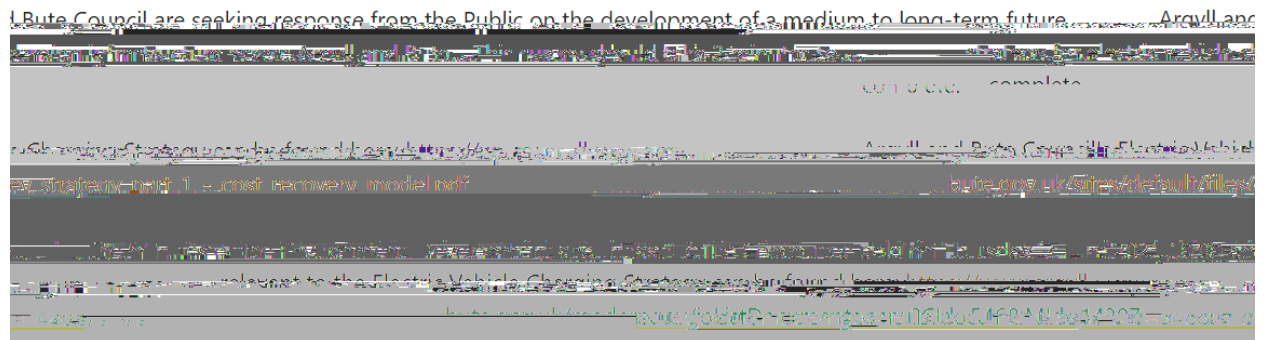
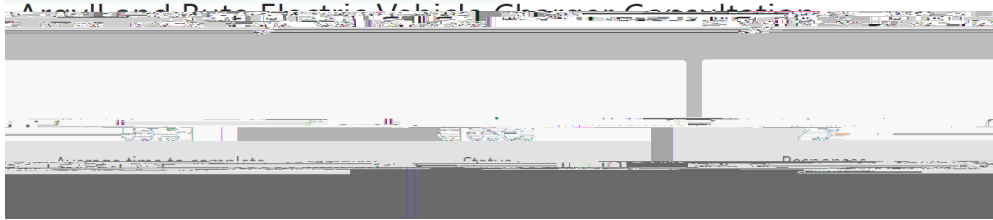


APPENDIX 3 - CONSULTATION RESPONSES

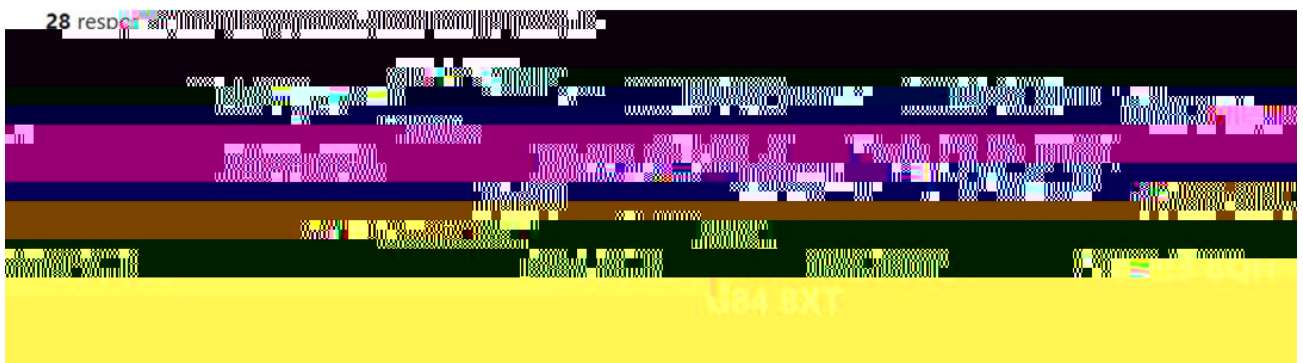
The EVC Consultation was run from 23rd May until 30th June 2022. 254 responses were submitted.

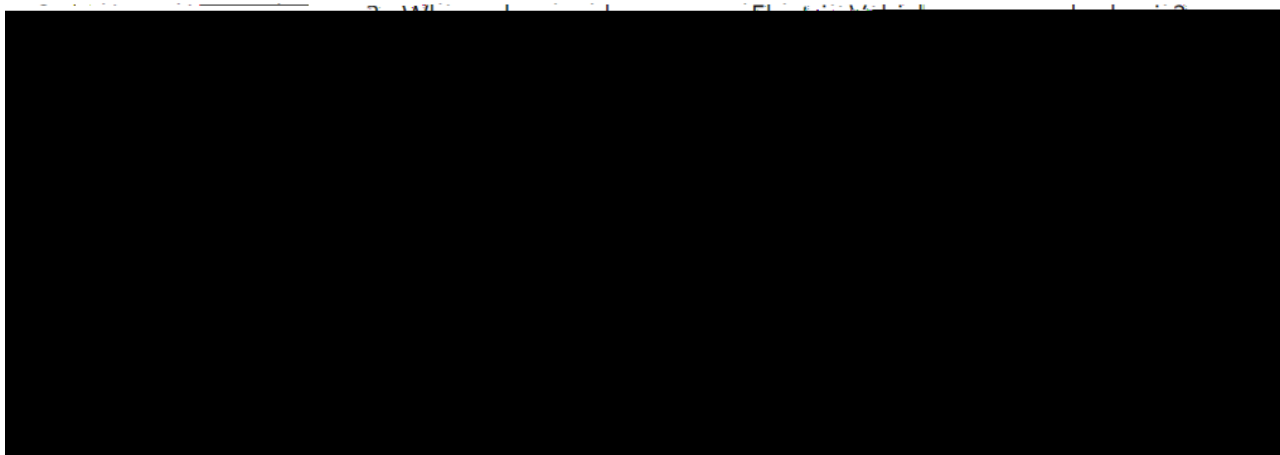
The consultation was as follows:



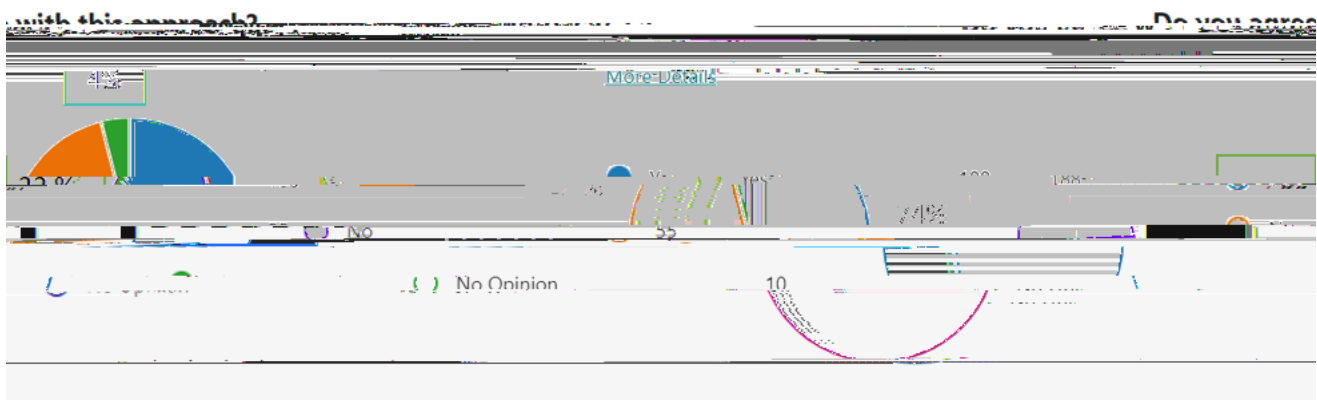
1. What is your postcode? *

Enter your answer



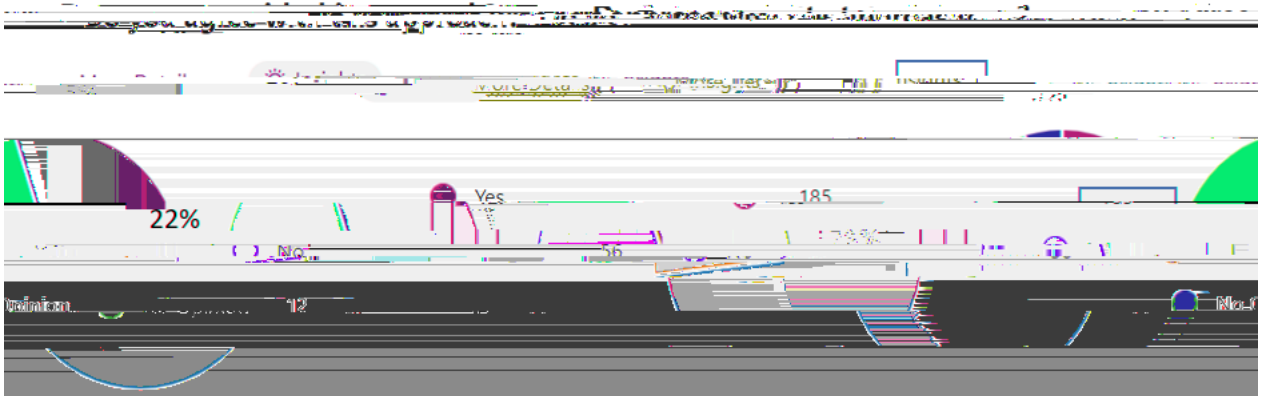
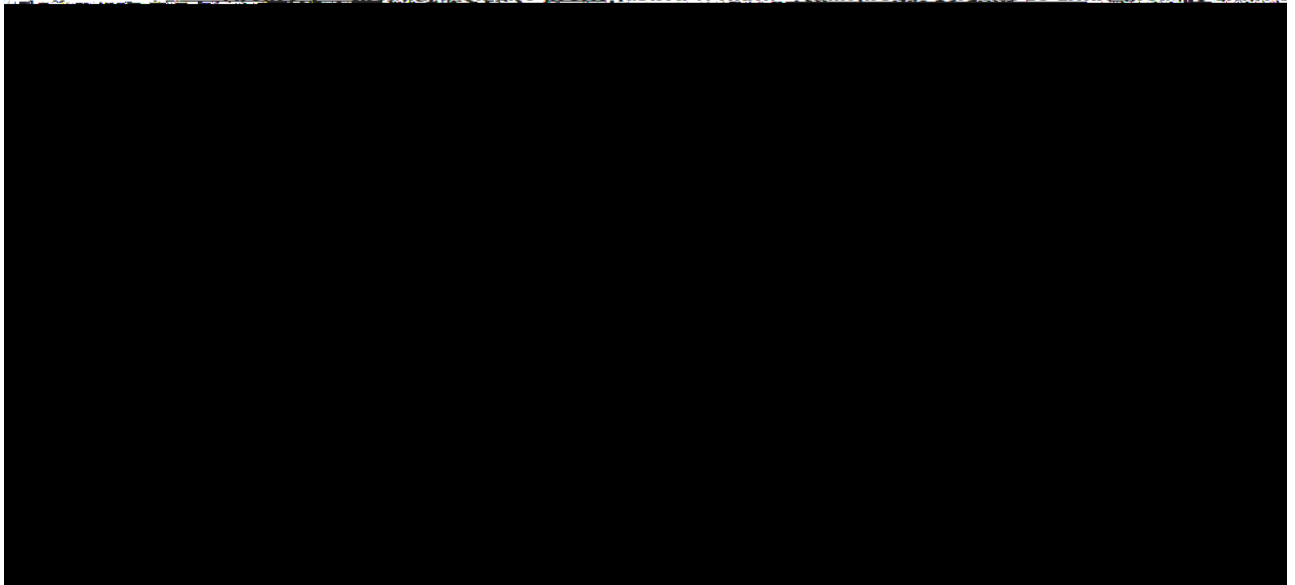


our larger towns.



5. There are different types of chargers for different types of user: Rapid, Fast and Slow chargers. We intend to make the network more user friendly by providing charging options.

There are 1. Slow chargers (up to 150kw) 2. Fast chargers (up to 60kw) 3. Rapid chargers (up to 150kw)



- Argyll and Bute Council intends to expand on its existing network of 28 public EVCs. Can you explain why you disagree with this ap

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.



Be more ambitious and lead the way. Pair up with companies that can deliver a car park size of

LACK OF SPACES TO CHARGE

GETTING AROUND

Will you survey the local residents for feedback before going ahead with this or just do it without consultation? It is absolutely necessary to have the facility but feel it should be thought out carefully.
Not ambitious enough
The current infrastructure will not cope with everyone charging cars at their house and loads of e le n be able a k a hei h e cha ge Wha i he bigge l ng e m lan hi does not scale.
It is extremely limited, and serves only a small section of the council area. Extremely disappointing. It appears to be lacking in any insight, and very clearly shows no commitment to actually supporting residents to reduce carbon emissions. Very poor (non existent) planning.
We pick up our EV next week, given price advantage over petrol diesel there should be rapid expansion of the network
Not ambitious enough priority should be given to 'theme 1' , which allow multiple users and faster turnover, thanks f8ha0.

Many more EVC's are needed immediately. Lack of charging infrastructure is holding back the switch from fossil fuels.

SWARCO are currently in charge of ChargePlaceScotland. Nothing seems to be moving with regard to Government/Private investment in at least twice the present number of chargers. This initiative (by yourselves) appears not to add much to the situation.

we are facing a climate crisis and the transition needs to happen quickly!! This is the survival of the human race we are gambling with here and we have the solutions it just needs visionary and competent leadership from governments and councils! Please please be that!

I understand that your approach is trying to make the best of a bad situation and appreciate that you have noticed the problem and are at least doing something, however, I do believe that resolving this issue is beyond the capability of any local council and you may wish to consider creating some form of 'community of local councils' who could then speak to central government with a single voice and possibly help to resolve this really significant issue.

Yes please! We need lots and lots more chargers!

I believe that all proposed sites are under Council control and generally town/village based. As more people change to EV, the demand will be increase. (It is already frustrating when EV users have already hooked up to chargers when you arrive to charge your car and you need to wait your turn, adding to the time of charging). It will be of the utmost importance to consider opening up other sites on Argyll and Bute's road network, using private landowners property, especially on the out of town routes, where people will be able to enjoy the outdoors while they wait for their car to charge. This would be highly beneficial to residents/visitors and businesses alike.

The proposed chargers do not have enough options either in the type or the situations
It's a good start but it does need action quickly.

Being at the end of the Kintyre peninsula, it is critical to have effective charging points. I believe all transport links should be included, Campbeltown Airport car park would be a ideal location for slow charging. There should be a more and better spread of chargers in Campbeltown with Burnside Square, Aqualibrium and Bolgalm street car parks being ideal locations that are council owned.

Rapid charging needed in Strachur as many tourists visit.

I think Oban Airport is particularly important

Chargers in rural locations or near need-based sites such as supermarkets where you could use fast chargers whilst doing your shopping

I would like to see one installed in Furnace

There appear to be obvious gaps in provision e.g. Taynuilt, Dalmally, and locations with relatively generous provision e.g. Seil Island.

With the increase in vacationers in Ardentinny, I recommend a couple of chargers at the Church Car park, which is closest to the holiday homes and near to the village for residents. if required. Again, while we may not be Lochgilphead or Oban, there are still people here, and we require

I welcome the addition of public chargers at various places in Helensburgh. At present, the "all eggs in one basket" situation with the cluster of chargers in the pier car park and tendency for Helensburgh to be gridlocked (due to roadworks or an accident on the A82, for example) means actually getting to the chargers at the pier can be a challenge. Additional units at the Sinclair Street car park and Kidston would certainly spread the load. I find it curious that the chargers at the Civic Centre are marked as for use by staff only, as they are often unused or have ICE cars parked in the bays. Allowing the public to top up there would ease the burden.

Should install them in a school car parks for staff to use and at any council buildings. Focus should be on remote areas where fuel costs are even higher than the mainland.

Dalmally could do with a fast charger. Possibly near to market

Obviously, the more chargers, the better. With no refuelling options at all in Lochgoilhead (the nearest fuel station is in Arrochar), the community, local businesses and even emergency services face additional costs when refuelling. Visitors have begun to avoid holidaying here as there are no

