

Electric Vehicle Charging Market Study: invitation to comment

Response to the following question:

What is required in order to ensure that rural/ remote communities and those without off-street parking are well served by charging infrastructure?

Residents in rural areas are not served by adequate public transport and therefore tend to rely on private vehicles; this means that about 40% carbon emissions are from transport in these areas. It is unlikely that market forces alone will lead to installation of charge points in rural areas as the customer base may be small and the costs of electricity grid connection high. Whilst the government have recognised that provision of EV charging points in rural areas should be subsidised, there are other aspects to bear in mind. It is important that EV charging companies are incentivised to invest. Lack of on-street parking is common and many villages in rural areas have narrow streets. In the Cornish parish of Stoke Climsland, we have a high proportion of older and historic property types, without driveways, fronting straight onto the street. Solutions need to be found to this problem such as acquiring land for car parking.

Equality issues need to be taken into account. The price paid for EV charging in public car parks or on-street should be no more expensive than home charging. **Overall, pricing needs to be transparent and fair throughout the UK.** Furthermore, in poorer rural areas, the residents may need additional incentives initially to encourage them to buy an electric vehicle.

Using and payment for EV charging should be simple and straightforward. It should be borne in mind that the elderly may be less familiar with technology. **There should be a common UK wide standard for use and payment.**

The charging infrastructure needs to be in place well before 2030 to help people to make the switch to electric. It is particularly important in rural areas to alleviate 'range anxiety'. Stoke Climsland Climate Change Action Group is concerned that without early intervention to ensure even and fair geographical location of provision, smaller rural communities could end up becoming left behind with this technology in the same way that we have with broadband provision. It is possible that there will be areas of the UK left without adequate electric vehicle charging provision to enable switchover by 2030. These areas are the most likely to contain the frequent car users who have to drive to access shops and amenities. Stoke Climsland is both extremely hilly and subject to high rainfall, making cycling less of a viable option.

Finally, there is a strong need for standardized plugs/sockets across all EV models and chargers. The government should be setting this up before we have many different units. The cost of charging across the UK should not be significantly more than charging at home. Currently, the government gain significant tax revenue from vehicle fuel. How will this revenue be recovered? Taxation should not be a barrier to the take up of EVs. The issue of short range needs to be taken into account and there needs to be enough charging points at motorway stations for cars taking long journeys (this is currently not the case). The government should make it mandatory for all new builds to be EV charging compliant. Workplaces need to have sufficient car parking and car charging for employees.

Stoke Climsland Climate Change Action Group