South Gloucestershire Council

Electric Vehicle Charging

Consultation report

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Background

Expanding electric vehicle (EV) charging infrastructure is a key part of the Climate Emergency Strategy, helping reduce carbon emissions, air pollution, and reliance on fossil fuels.

The council is expanding EV charging infrastructure with the aim of supporting residents, businesses and community groups in making the switch to electric vehicles; especially those without access to off-street parking.

In doing this, the council aims to support the transition to net-zero transport by 2050.

What we have proposed

The council is proposing to install up to twelve new 7kW electric vehicle (EV) charging points across residential areas in South Gloucestershire. These and other existing public electric vehicle charge points are available for anyone who drives an electric vehicle, including residents, visitors, and businesses. Some locations may have designated charging bays that require users to be registered with specific networks (Revive).

Following initial assessments and engagement with town and parish councils, we considered **nine** potential locations for these charge points. These were as follows:

- Filton Avenue, Filton
- Lyde Green Park and Ride, Lyde Green
- School Road, Oldland Common
- Denys Court, Olveston
- Hazelbury Drive, North Common
- Ratcliffe Drive, Stoke Gifford
- Lancelot Road, Stoke Park
- Celestine Road, Yate
- Somerville Way, Bitton

Respondents were informed these locations and proposals would be subject to further assessment and may change as a result.

Why we have chosen these sites

The sites selected for potential intervention were shortlisted using various assessments.

Gaps in the existing provision of electric vehicle charging were identified to ensure the vast majority of residents are within a 1-mile radius of charging infrastructure in accordance with our EV strategy. We then assessed the availability of the existing power supply and prioritised areas within deprived or rural communities that are less likely to see private sector commercial charging investment. In addition, whether these locations have little off-street parking, as these areas are more likely to see greater demand for public charging facilities.

We have also taken into consideration feedback from engagement in January 2025, alongside resident's requests for charging infrastructure, public accessibility and - where appropriate - neighbouring facilities.

How the project will be funded

This new project represents the third phase of the Green Recovery Fund scheme, which is **fully funded by the West of England Combined Authority**.

WECA have created the £60m Green Recovery Fund to help meet the climate and ecology ambitions for the region as set out in the Climate & Ecological Strategy & Action Plan.

In October 2024, South Gloucestershire Council secured £1.14m from the West of England Mayoral Combined Authority (MCA) to support the implementation of three key interventions to increase our EV infrastructure since June 2023, detailed in Table 1. Across all phases, we are to install 46 charging points by March 2027.

Intervention	Strategic Case
Phase 1: On-street residential chargers	21% of households across the sub-region do not have access to off-street parking where they can charge a car. The innovative solutions considered can be rolled out widely and quickly due to relatively low cost and do not require complex grid connections.
Phase 2: Install destination chargers in public car parks	The ability to 'top-up' whilst parked at a destination relieves range anxiety, which is a key barrier to EV uptake. Installation of charge points in public car parks where people are already wishing to visit and spend time is an efficient means of catering to charging demand without introducing additional stops, and potentially supports slower charging.
Phase 3: Trial community charging hubs	21% of households do not have access to off-street parking where they can charge a car. Off-street hubs, where possible, present ideal sites, complemented by on-street chargers where suitable car parks are not available.

This proposal represents phase 3 of this particular funding stream.

Funding has been awarded specifically to help us meet our climate and ecology ambitions; therefore, it cannot be used for other purposes. **Completing this project will not impact the budget available in South Gloucestershire for other council services.**
For more information, visit West of England Combined Authority's Green Recovery Fund page.

Why we are investing in our electric vehicle charging infrastructure

The transition from petrol and diesel vehicles to electric vehicles is a vital step in addressing a number of environmental, economic, and social challenges facing the UK today. EVs produce significantly lower carbon emissions and help improve local air quality — both of which are key to tackling climate change and promoting healthier communities.

To support this shift, the UK government has committed to phasing out the sale of new petrol and diesel cars, with the aim of reaching net-zero emissions by 2050. As part of this national effort, local action is essential to ensure that communities are not only prepared for these changes, but positioned to benefit from them.

To enable more people to make the switch to electric, we need to ensure there is reliable, convenient, and accessible charging infrastructure — particularly in residential areas where many households do not have access to off-street parking.

These sorts of areas are less commercially attractive to private operators. Without public sector involvement, many communities risk being overlooked in this transition.

By prioritising the installation of accessible, residential charging points, we can support more equitable access to EV ownership as the market continues to grow.

How we engaged residents and partner organisations

Method

A consultation was launched on our engagement platform, Commonplace, from May 6th to May 27th, 2025. On this site, we showcased the proposed charge point locations, alongside background information and a survey which residents could respond to.

Through this survey, we aimed to gather practical, location-specific feedback on the proposed sites. In particular, we wanted to understand whether there are issues with access, visibility, obstructions, or whether the charge points would create issues for pedestrians, wheelchair users, or other road users.

We asked the same questions across each proposed site and have split the analysis as such.

The questions asked were as follows:

- Do you live locally to this proposed charge point (within 3 miles)?
- Is this a suitable location for a new charge point? (1=not at all suitable, 5=very suitable)
- Do you have any location-specific feedback that could affect the suitability of this site? (This was an open-text question where respondents could provide written feedback)

Engaging with partners

To ensure residents that live closest to the proposed charge points could have their say, we produced posters with a link to the engagement platform which were placed at the sites.

Several online adverts and posts were made on the social media platforms Facebook and Next Door to people living locally to the proposed charge points, and we sent out email notifications to nearby Commonplace subscribers in hope to reach as many people as possible.

What happens next

The feedback we received through this engagement has enabled us to understand the suitability of the proposed locations for new EV charge points. Following this feedback, we have provided the list of sites alongside the decision on whether we intend to amend/abandon/progress each scheme. Please refer to Table 1 on the next page below.

Where specified, locations that are being progressed will be investigated further and the legal processes commenced to enable the development of the relevant traffic regulation orders to allow the installation of on-street EV charging infrastructure. As part of this legal process, we will conduct further public consultation with the required communities which will provide further details on the developed schemes. This consultation will offer a final opportunity for any affected residents to express support or objections to the scheme proposals.

Once the formal public consultation on the developed scheme has taken place, the feedback on each scheme will be provided to the Director of Environment and Community Services who will use this information to make a decision on whether to progress the scheme will through to the implementation phase.

Any approved schemes will be delivered within the next two years (subject to funding and available resources).

Acting on the feedback received

We want to take on board resident's feedback and ensure any new charge point is in a suitable and safe location. Therefore, following the feedback from the survey respondents and other stakeholders, we have chosen to abandon the schemes at the following locations:

- Somerville Way, Bitton
- School Road, Oldham Common
- Denys Court, Olveston
- Ratcliffe Drive, Stoke Gifford

We have chosen to amend the scheme at Hazelbury Drive, North Common by seeking a more suitable location in that road.

Table 1 shows a full list of the initially proposed locations and the decision on whether to abandon, progress or amend the schemes following the engagement:

Table 1

Area	Location	Decision
Bitton	Sommerville Way	Abandon Scheme
Filton	Filton Avenue	Progress Scheme
Stoke Park and Cheswick	Lancelot Road	Progress Scheme
Lyde Green	Lyde Green Park and Ride	Progress Scheme
Oldham Common	School Road	Abandon Scheme
Olveston	Denys Court	Abandon Scheme
North Common	Hazelbury Drive	Amend Scheme
Stoke Gifford	Ratcliffe Drive	Abandon Scheme
Yate	Celestine Road	Progress Scheme

Survey feedback

In total, there were 850 visitors to the consultation page and we received feedback via the survey from 92 people that lived locally to the proposed charge points.

Several residents sent us an email directly giving feedback on the proposals providing general feedback around the need for accessible charge points for disabled road users, as well as one safety concern. These are set out in full in the appendices.

We also received a response from Siston Parish Council, which stated there are insufficient charge points considered in the Siston area and suggested a site at a car park in Warmley. They suggested smaller business would likely support the installation of public charge points in their car parks if the cost of installation and ongoing management and charges were paid for by the council. This is also detailed in the appendices at the end of the document.

Common themes

Whilst feedback given in the survey was often location-specific, there were several shared comments and concerns made by respondents across all sites. We have provided responses to these shared concerns below to give further clarity.

Several people questioned the enforcement of the proposed EV bays. Some people questioned what could be done if people park their internal combustion engine (ICE) cars in the EV bays, whilst others asked what would happen if a user left their vehicle in a bay for longer than the maximum time.

As part of the scheme, we will ensure that there is clear signage and communication to help prevent bay-blocking by ICE vehicles. We also intend to develop Traffic Regulation Orders to support the sites proposed to enable the enforcement of these bays (where necessary).

Several questioned the need for a specific site and referenced local residents not owning electric vehicles.

We are experiencing an inevitable shift towards greater EV uptake following national and local policy changes (including the ban on the sale of ICE cars by 2030, and wider climate and environmental initiatives). Therefore, we will see increased numbers of EV vehicles owned by residents in the future, within South Gloucestershire and across the country. To enable this shift, we feel we must invest in the infrastructure now and have been allocated funding by the West of England Combined Authority to support our residents as they transition towards zero-emission vehicles.

Several people voiced confusion as to why the chargers are proposed for residential streets, with people questioning who would use them as there are no nearby amenities to keep people busy whilst their vehicle is charging.

These sites have been proposed in residential locations that are less commercially attractive to private-sector EV charging companies, with the idea that they are used by people living nearby that do not have access to their own driveway and therefore are unable to install their own EV charger. There has been a +21.4% and +18.3% growth in the sale of battery and hybrid-electric vehicles respectively over the past two years, and we anticipate more and more people switching to EVs due to policy changes and local investment. To enable this shift, we feel we must invest in the infrastructure now to enable people that may get left behind in making the switch. This includes people without driveways and those in rural or deprived areas that are less likely to access private-sector investment.

Some queried why we have proposed to implement 7kW chargers as opposed to rapid (50+kW) chargers.

A 7kW charger is considered a fast charger and is commonly found in homes and for on-street overnight charging stations. In fact, 7kW is by far the most common rate of power for dedicated home EV chargers in the UK since most EVs have a maximum onboard charging rate of 7kW.

As this scheme is focusing on installing residential chargers to support residents with a lack of off-street parking, we have prioritised the installation of these types of chargers to support overnight charging. Furthermore, due to the power supply upgrades required to install higher rated chargers, we would not be able to support as many locations if we were to focus purely on rapid charging solutions. The 7kW charger offers the maximum benefits for the budget available to support the scheme.

Parking concerns were a common theme made across all sites and a number of people questioned why we have chosen sites where there are existing problems with parking (i.e cars parked on the side of the road).

As part of this scheme, we are keen to support residents that do not have access to off-street parking. As a result, many of the proposed locations tend to have high on-street parking demand. There is a strong case for public charge point provision to be deployed ahead of demand (in terms of EV uptake) to raise public confidence in charge point availability. This gives individuals the confidence to switch to an EV whilst supporting existing EV owners within these areas by increasing charge point availability.

Site-specific feedback

The following section is broken down by the sites that have been proposed for new charge points.

We have reviewed all feedback given in the survey, as well as the responses we received via email.

A full list of comments is available for each site in the appendices at the end of this document.

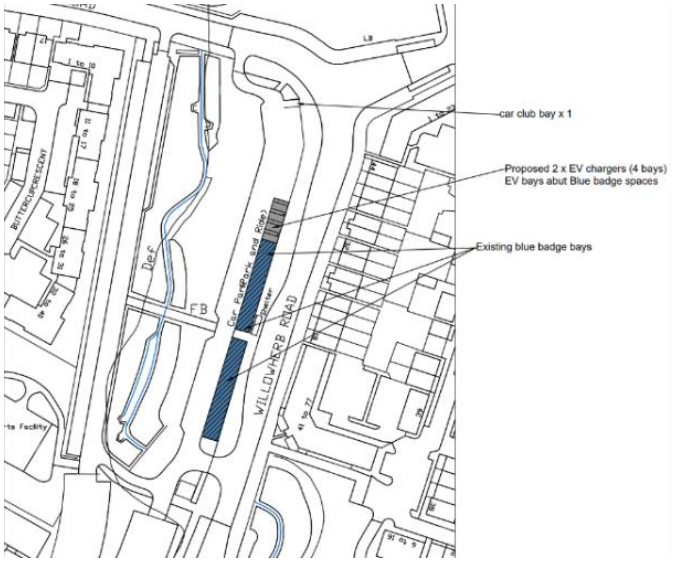
Filton Avenue, Filton



We received **two** responses from local residents in regard to this location. One respondent felt the proposed location was '**not at all suitable**', giving the lowest score of 1, whilst the other felt it was '**very suitable**', giving the highest score of 5. This highlights how contrasting different people's views can be on the same proposal.

Only one of these respondents gave additional written feedback in regard to the site; the resident that felt it was a '**very suitable location**' said a new EV bay would have little effect on how the road would function, and that there are lots of houses without driveways in the immediate area.

Lyde Green Park and Ride, Lyde Green



We received **eight** responses to this location, six of whom said they lived locally to the proposed site.

All respondents felt the site was either '**somewhat**' or '**very suitable**' for a new charge point.

Four people left written comments giving feedback on the site. One respondent said there is a need for more affordable EV charging options in Lyde Green as flat management companies often do now allow residents to install their own chargers.

Another questioned whether there would be any height restrictions as is the case with the Park and Ride car park.

One respondent was unsure whether non-park-and-ride users can use the chargers, or whether a bus ticket would have to be purchased in order to park here, though these chargers will be available for all to use.

Another was concerned whether the charge points would be brightly lit, and potentially disrupt nocturnal animals, as well as local residents that live adjacent to the site.

School Road, Oldland Common



We received **fourteen** responses, which were mixed in their level of support. Twelve out of the fourteen told us they lived locally to the proposed site.

Over half of respondents (eight people), felt the location was either not at all suitable or not very suitable, whilst a third (four people) felt it was ‘very suitable’ or ‘somewhat suitable’.

In the open-text comments, several people voiced concerns over a new parking space in the area which is near a school and gets busy during pick-up times, when people often find it difficult to park their cars. There was additional concern around internal combustion engine (ICE) vehicles parking in the electric vehicle bay during busy periods.

Several people noted potential visibility issues as the proposed location is near the entrance of the road, which is adjacent to a busy junction. There was concern around reduced sight lines for safe crossing of pedestrians and schoolchildren.

The speed of the charger and the maximum stay of four hours were mentioned, and two questioned the amount of charge an EV could obtain in that time.

Denys Court, Olveston



We received **nine** responses, with all but one saying they live locally to the proposed charge point. The vast majority (eight out of the nine respondents) feel this location is '**very unsuitable**', whilst one person told us it is '**somewhat suitable**'.

In the open-text comments, several people told us the area is very busy due to the nearby shops and post office, which makes parking already difficult. Respondents said the on-street parking is also used by the residents of nearby flats, which have limited off-street parking.

Some were concerned that a new EV charge point would make it more difficult for people to visit the nearby shops and amenities, which might worsen footfall.

Others were concerned that the proposed site is too close to the adjacent junction and might make entering the road more difficult.

A couple of respondents questioned why Olveston has been chosen as a location for new charge points, with some suggesting the Parish Hall car park and the Queen Alexandra Memorial Pavilion at Old Down as alternative locations.

Hazelbury Drive, North Common



We received **twelve** responses from people that live locally to the proposed charge point. Two thirds of respondents felt the site was "**suitable**", whilst a third feel it is "**very unsuitable**".

In the open-text comments, several noted parking is already difficult in the area, especially during school drop-offs at St Barnabas School. Some also voiced concern over where the electricity cables would be placed in regard to their own property.

Two suggested relocating the EV point to a less congested area, with a couple of others mentioning they feel the EV chargers will go unused, as local residents already have their own chargers installed.

Ratcliffe Drive, Stoke Gifford



We received **twelve** responses to this site via the survey. Responses were mixed, with eight people saying the site is **unsuitable,** three feeling it is **neither suitable nor unsuitable**, and one saying it is **somewhat suitable**.

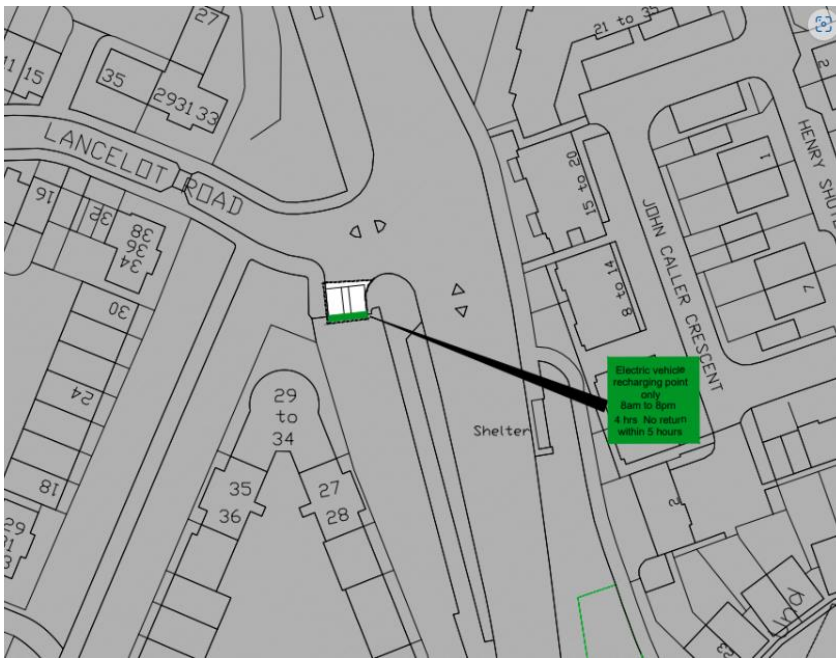
In the open-text comments, several people said the local area is busy with cars, specially around school drop-off times, with lots of cars parked, sometimes on double-yellow lines. A couple of others were concerned about potential visibility issues due to parked cars, as well as a potential increased risk of accidents among schoolchildren crossing.

Two mentioned all houses nearby have their own driveways, with many charge points already installed.

Feedback was also sent via email from a resident who voiced concern around the distance of the proposed charge point from their property, and felt this could be a safety concern.

Lancelot Road, Stoke Park

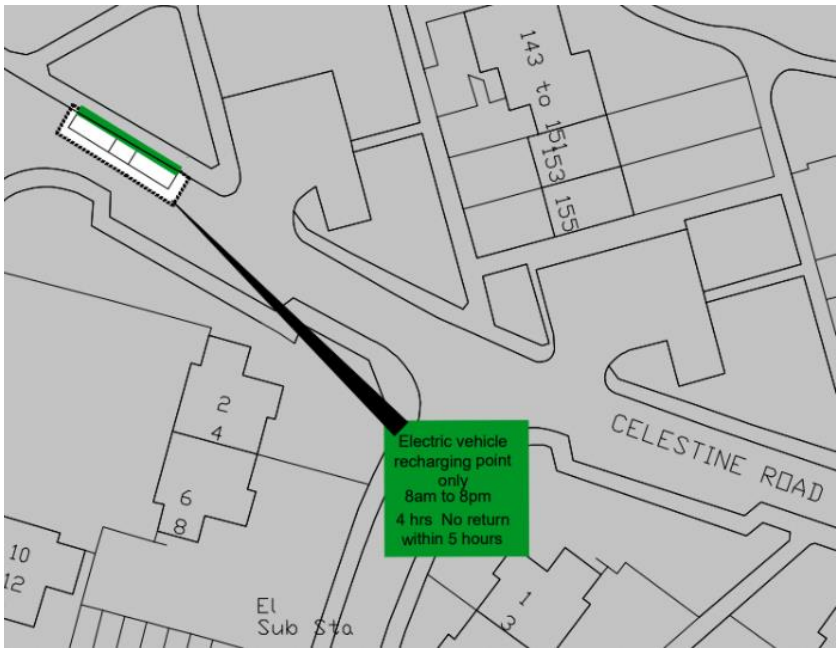
We received **one** response to this location from a local resident, who said they feel **neutral** around its suitability. They did not leave a comment regarding its suitability.



Celestine Road, Yate

There were **six** responses to this location. Four people said the site was **very unsuitable**, one person felt **neutral** about the site's suitability, and one person said it was **somewhat suitable**.

One person said they feel the site is suitable, though the local area is in need of super-fast chargers. They voiced concern over people potentially leaving their car in the charger overnight once they have reached full charge.



Among the people who feel the location is unsuitable, several voiced confusion around who would use the site and why it has been proposed in that specific place. For example, one person said there are plenty of charge points in the local park and ride, whilst somebody else said there are no amenities for people to occupy themselves with whilst their vehicle charges.

Somerville Way, Bitton



Overall, we received **twenty-five** responses to this location. The vast majority (22) feel the location is either "**very unsuitable**" or "**unsuitable**". Two people feel it is "**neither suitable nor unsuitable**", and one person said it is "**very suitable**".

Many comments highlight that the proposed location is too close to a junction, making it unsafe and difficult for vehicles to leave the estate. A number of people said the road is narrow and parking on both sides would necessitate parking restrictions, which could lead to parking problems elsewhere.

Several note the location could cause visibility issues, making it dangerous for both drivers and pedestrians, particularly children.

A few also tell us residents already have their own charging ports, questioning the necessity of additional public charging points in this area. Two mentioned the site is managed by Bitton Mill Residents Directors, and suggest permission is required before installing an EV charge point.

As seen more broadly across the proposed sites, some questioned the enforcement of the EV bays, such as if an ICE were to park in them.

Who we heard from

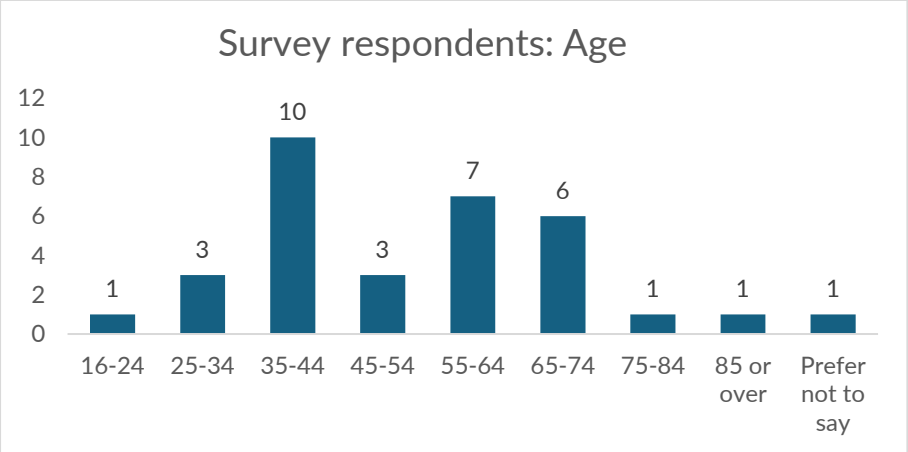
It is vital that we understand the experiences of a wide range of respondents to ensure that everyone is treated equally. As an organisation, we have committed to asking a range of demographic questions in our surveys and consultations to help us understand whether there are certain issues or viewpoints prevalent across certain groups. All questions are optional and any responses to these questions remain confidential.

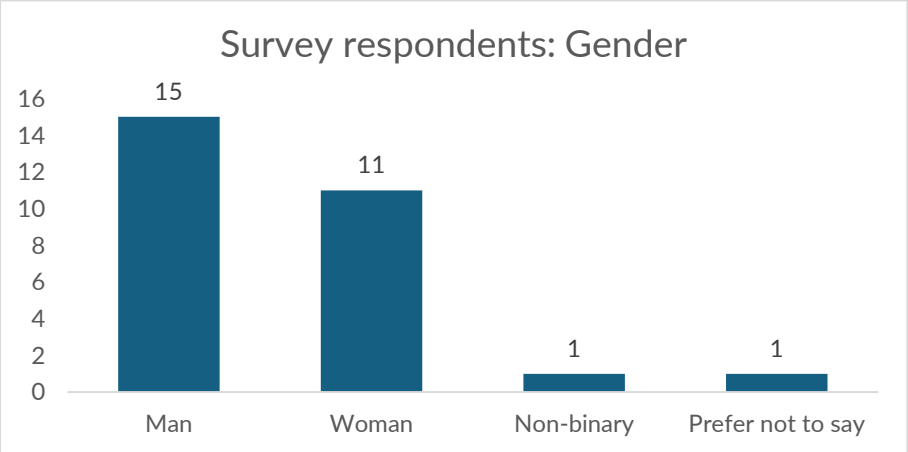
Respondent profile

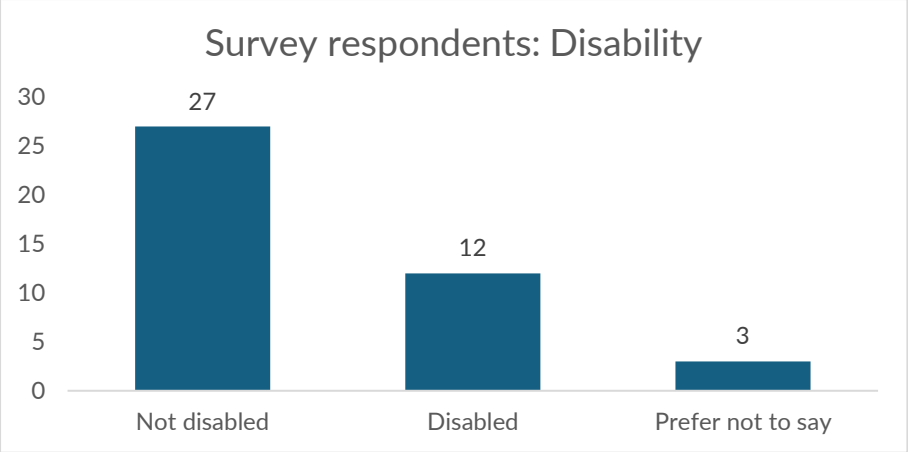
A large proportion of people that responded to the survey did not complete the respondent demographic section; therefore, the following charts do not show everyone's characteristics. Of those that did fill in this section:

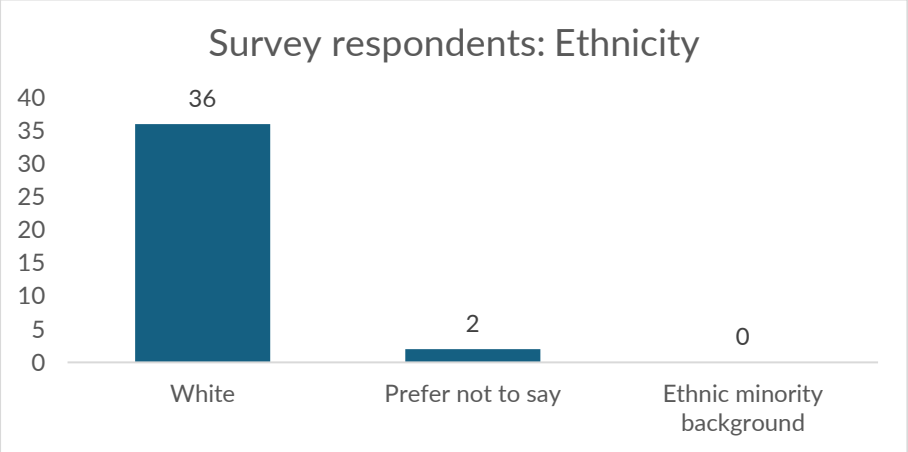
- All age groups were represented.
- There were more men than women.
- A relatively large proportion of people identified as disabled.
- Zero responses from people with an ethnic minority background.

The full breakdown of respondents to the Commonplace survey is shown in the following graphs:









This document was written by the consultation team at South Gloucestershire Council. For any queries, please contact us via email at Consultation@southglos.gov.uk

Appendices

Site-specific comments left in the survey

1. Open-text comment responses to the proposed charge point at **Lyde Green Park and Ride, Lyde Green**
    - “We need more affordable charging in Lyde Green, a lot of companies that own the apartment blocks won't let the residents put in an EV charge point.”
    - “Not clear if non-park-and-ride users are able to use the chargers, i.e., would drivers be able to use chargers even if not taking a bus?”
    - “Could height barrier be an intended issue? Are high height vehicles not permitted? Maybe in terms of the wider car park, but not just the chargers?”
    - “The charging points should be subtle and not be brightly lit. The ones at Blackhorse Shell garage are very bright and are a huge detriment to the night landscape. We need to protect dark skies and reduce electricity consumption and having brightly lit charging points disrupts nocturnal animals, disrupts human sleep patterns and is wasteful.”

2. Open-text comment responses to the proposed charge point at **School Road, Oldland Common**

The comments left by respondents that feel the location is **suitable** are as follows:

- “Only that on a school day this road is very busy.”
- “The time limits seem to make this pointless. People will only get up to 80 miles in 4 hours. How will it be policed? What if ICE (internal combustion engine) cars park on the bays? will they be fully accessible to all? How much will it cost? More details needed.”

The comments left by respondents that feel the location is **neither suitable nor unsuitable** are as follows:

- “Heavy parking in this area. Needs surveying.”
- “What practical use is one 7kw charger? a car will get up to 30 miles range in 1 hour. At that charge rate So in reality one user could charge their car overnight. Putting 1 charger here and there won’t make much impact.”

The comments left by respondents that feel the location is **unsuitable** are as follows:

- “This is a very busy area for parking due to the traffic for the school. Enticing extra parking in this area is going to make access to the school more difficult. Users of the charger are likely to find the space ICEd when they want to use it due to the existing parking issues in the area.”
- “I work as a community nurse. During school drop off and pick up this road is very busy with limited parking. Moving past parked cars is already chaotic. This is not a good position.”

- “Depicted site very close to the entrance to Oldland Preschool. Also, it is at the entrance to the only vehicular access road to St Anne's Primary school. Many children from 2-11years passing daily, narrowing the road and reducing sight lines for safe crossing.”
- “Only four dwellings without their own driveways, these dwellings are old people's housing & none have cars let alone EVs.”
- “Parking in an already busy area that’s without the new houses in Barry Road.
- “There is a disabled parking place here which would make life difficult for those who need the space. The road is incredibly busy because of the school and people already park up on double yellows. This wouldn't be a sensible location for a charging point because people would park here for the school. The hall is also very busy throughout the evenings with Scouts running from 5.45pm - 9.30pm twice a week (there are other clubs). With 60 children attending Scouts twice a week, the parents in their cars will find less spaces tricky and those wanting a charging space will find it blocked.”
- “On the corner of a busy junction leading to a school. Visibility on this road will be limited and dangerous.”

3. Open-text comment responses to the proposed charge point at **Denys Court, Olveston**

Comment from the person that feels the location is **suitable** is as follows:

- “It can sometimes be a busy junction or have people turn around after visiting the shop. Otherwise, it is great to have a local public charger (especially as it is rural) as people often visit the area for walks, cycling, or visit family.”

Comments from people that feel the location is **unsuitable** are as follows:

- “With the general shop and post office opposite, this is a very busy part of the village where parking is always difficult due to the shoppers coming and going during the day and into the evening. The on-street parking there is also used by the flats opposite, which has very little off street parking. It has been suggested that the Parish Hall carpark at Tockington or The Queen Alexandra Memorial Pavilion at Old Down would be better, as both are under the ownership and control of Olveston Parish Council (ie another public body).”
- “This an area used for temporary parking when visiting the local store. Typically parking would be for only a few minutes, 15 max. It would be better to relocate the charging points either across the road , u fortunately in an area I think might be privately owned, or at the Parish hall car park and at the Queen Alexander Pavilion at Old Down. In both these places which are public and off road, parking duration is likely to be much longer as people attend functions.”
- “Why Olveston? Does the Olveston village or the Parish really need one? But if Olveston Parish is the place for one, then put it where it’s not going to cause congestion. Perhaps the Parish Hall car park or by the football pitch at Oldown.”

- “As it is already a tight corner, I find it almost dangerous to consider putting charging points there. Also, opposite it someone's drive to multiple flats.”
- “It will also have an impact on the village stores as there will be less parking in an already busy area.”
- “Main concern is the road space taken up by charging vehicles for anyone turning into or simply accessing Denys Court. Would it not be more feasible to place the charger(s) in a car park, such as the spaces available at Tockington/Olveston Village Hall? Would make much more sense - no interference with other active road users, plenty of space within the car park, still central position for the Parish. Thank you.”
- “Very close to a fairly complicated junction and right outside the egress for cars from a house of multiple users, who by the way, have several charging points in their yard.
  Why Olveston? No other small village in the Thornbury area has one. Seems strange. There is considerable parking on this short piece of road already. Where will these cars move to? This sounds to me like a complete waste of money similar to the cycle path up the A38 which is already causing traffic difficulties during construction. Not to mention the decimation of Thornbury high street.
  I would not want my council tax or national taxes wasted on such infrastructure.
  Repair the potholes instead for a start.
- “This area is already a busy parking area within this village, maybe near the primary school or opposite greens garage where there is plenty of large off road parking available.”
- “The junction is dangerously congested from people parking to use Olveston stores. This is well known by the local council who were warned about it by feedback from residents during the recent development of 7 flats and one bungalow directly opposite. People from the flats also now park there.”

4. Open-text comment responses to the proposed charge point at **Hazelbury Drive, North Common**

Comments from people that feel the location is **suitable** are as follows:

- “Full of vans double parked.”
- “The time limits seem to make this pointless. People will only get up to 80 miles in 4 hours. How will it be policed? What if ICE cars park on the bays? Will they be fully accessible to all? How much will it cost? More details needed.”
- “As with all these locations, need to make sure they are not ICED.”
- “Parking restrictions for existing residents.”

Comments from people that feel the location is **unsuitable** are as follows:

- “This area is struggling for parking as it is. This is also a location where parents park to drop of children to St Barnabas School. I can guarantee no

one will use them, putting them in a residential area where people have their own electric to charge their cars is just ridiculous."

- "Parking is scarce as it is with residents from other streets, i.e. Chiltern Close and Neads Drive, parking in our street and especially the proposed lay-by. If you visited our street on an evening (before 8pm) you will see the congestion is causes. May I suggest that the EV point is relocated to the other end of Hazelbury Drive as by the garages and green, to the back of St Barnabas School, there is ample free space for a charging point. My other question would be, who is going to man the parking restrictions of the EV point? As you will be taking away one of the spaces outside our house, where am I supposed to park? Unlike the other houses in the area, I do not have my own Drive, unless South Glos wants to pay for us to have a dropped curb? There are ample large mature trees, a very busy school run route and pedestrian walk way that the EV point would obstruct. Where do you intend to run the cables? Will this affect my house? The EV point is just not suitable for such a car heavy area, where only a very small percentage of people own electric cars. If they do own an electric car, they have an EV appointment on their drive. Makes no sense to install one at all. We don't have a drive way or a parking space like other residents and there are four of us that drive in one house. It's also near a rather large oak tree. We do not want it here."
- "We have no driveway as it is so taking another space is wrong. There is 4 of us that drive in our household. We also have a dog who is reactive to sounds outside so having people coming and going all day isn't going to favour well. I think it's a shocking place putting it so near houses, and you should have a rethink. Also where are these cables going to run to? I'd also like to add that no one has an electric car in the street and if they do they have a charge point on the drive. If this does go ahead, will we have a permit to park in it when it's empty due to limited parking as it is."
- "There would be a major issue with parking for both me and the residents. It would be much better farther up the estate where not so many vehicles park and not so many children would be affected. It would appear the layby would be used for the electric charging point. This is always full of cars owned by the residents. It's close to a public footpath with a dropped kerb and so may hinder wheelchair users. There is an infant school up the road and children run down the footpath into Hazelbury drive. This would cause additional traffic and danger to the children. It's also too close to my house and would cause major issues for me with parking."

5. Open-text comment responses to the proposed charge point at **Ratcliffe Drive, Stoke Gifford**

Comments from people that feel the location is **neither suitable nor unsuitable** are as follows:

- "Visibility coming out of Constantine Drive would not be great if it's within 10m".

- “No issues with the suitability of the position for a charge point, however, is it needed here? It implied this scheme was for areas where people don't have driveways and therefore cannot easily charge at home. I think every house on this estate has a driveway. Surely there are locations that need it more?”

Comments from people that feel the location is **unsuitable** are as follows:

- “Far too close to residential housing. All housing in this area has driveways and can charge an electric car at home. This proposal would be more suitable within a commercial area of Stoke Gifford or within a car park area.”
- “This area gets extremely busy at school pickup and drop off times. Placing one here would obscure view for the multiple people who park here for drop off and pick up making it a hazard. All the roads nearer the school have parking restrictions. You should also increase traffic warden patrols in the area, otherwise people will park in proposed EV bay for drop off like they do on the double yellows.”
- “Needs to be in a larger parking area than side of road. What speed are the chargers? If they are only 7kWh chargers, then they are a waste of time. No one want to park their car in a public space overnight to charge their car. In a 5-hr charging slot, only 100 miles will have been put into the battery. Chargers need to be at least 50kWh chargers.”
- “It is blocking turning points and us too close to the school increasing the likelihood of an accident to a child.”
- “Currently cars parked at this location all the time. Poor visibility when exiting Constantine Ave. Alternative siting on Samian Way would be safer.”
- “Visibility for vehicles exiting Constantine Avenue is already impeded with the current parking arrangements. There is a lot of congestion in this area at school drop off / pick up times, with cars parked on the junction and nearby in a manner which contravenes the highway code. It would be more appropriate for the parish council to work with the owner of one of the local car parks, as these would be far more suitable spaces.”
- “The road is already crowded with commuters as an alternative to paying at parkway station.”
- “The area everyone has drives, so it would be better in place where people have not got drives. Also, there yellow lines outside on the road. So would be dangerous for people to park there. You could remove the yellow lines as no one wanted them.”

6. Open-text comment responses to the proposed charge point at **Celestine Road, Yate**

Comment the person that feels the location is **suitable** is as follows:

- “It’s suitable. What’s needed are more superfast chargers in areas where residents are unable to have their own charger. What’s to stop someone hogging this charger all night once they’ve finished charging?”

Comments from the person that feels the location is **neither suitable nor unsuitable** is as follows:

- “Don't see much wrong with the location but there is a need to be cheap, pointless installing the 80p plus ones, like the ones in the park and ride that never get used.”

Comments from people that feel the location is **unsuitable** are as follows:

- “How long will it take to charge? What will the driver be able to do whilst it's charging? If I had an electrical vehicle I might want to have a meal or go shopping but this location offers no facilities so who would use it, perhaps a local resident who lives within walking distance but this person would plug in at home, perhaps a person might use it because it's enroute to their destination but ow would they spend their time in the 3 or 4 hours that it takes to charge. In other words, who is your target audience I can't see one.”
- “Why would you choose there and nowhere else in Yate? This would be accessible by very few people. It is down a residential street.”
- “Don't waste the money on it, there is more than enough charging points at the Park and Ride site that are not used! How many electric cars are in the area for it to be used for only 4 hours?”
- “How is this appropriate when its location is only utilised by a tiny amount of people, mostly residential.”

7. Open-text comment responses to the proposed charge point at **Somerville Way, Bitton**

The person that feels the charge point is **neither suitable nor unsuitable** left the following comment:

- “Parking of ice vehicles and enforcement.”

Comments left by those that feel the location is **unsuitable** are as follows:

- “This is way too close to the junction to be considered safe. Residents have their own charging ports - so who is this for? Parking restrictions will have to be applied to the adjacent side of the road. Permission will also need to be granted from Bitton Mill Residents Directors to amend their land.”
- “The road where the EV charging bays are shown is very narrow and not suitable for parking on both sides of the road. Therefore, if the charging bays were to be installed, parking restrictions would have to be applied to the opposite side of the road. This would result in parking problems elsewhere as that particular stretch of road is well used for overnight parking. The stated aim for providing the EV charging points is to cater for those houses with no off street parking, however the estate (Bitton Mill) on which it is proposed to install this charger has parking allocated to each property and indeed many households have installed their own EV chargers. I think the proposed EV charger would be of better use at an alternative location.”

- “This area already is a problem turning in from Main Road due to people living locally parking there and school parents parking to drop off. Also, small children ride down or skate down to the little park to practice.”
- “Parked cars here cause issues in a place that is busy - especially with children walking to school and playing.”
- “It is bad enough trying to get out of the junction, so traffic builds up. Also, cars park the other side. Of the road. Not sure why this road has been chosen as the site pays management fee?”
- “There isn’t enough room to have one there. It was causing chaos trying to drive in and out of the road and it would potentially be deadly for pedestrians trying to cross the road and not be able to see the cars coming.”
- “People park on the opposite side of the road which is already very dangerous when turning into Somerville way, resulting in people having to go onto the other side of the road (where you propose to put the chargers). Too close to the junction and will cause visibility issues.”
- “The proposed area already causes a traffic issue with cars parking, especially during school runs making visibility in and out of the estate an issue. Children often play around here as there is a park and the proposed area is an open space, attracting additional cars, especially those not living around here could cause a danger to children playing. Most people within the area who have electric cars have their own charging points at home so this would just attract people to the village. We are already wishing to have a 20mph speed limit in the village to reduce traffic and make it safer. A lot of HGVs pass through the high street too, so more cars is not desirable for our area.”
- “This is a very fast entrance, and cats park on the opposite side of the road. This will be impractical place and cause accidents. Having it on the other side of the road would be better or further up by the entrance of the site. It's a dangerous place to have this.”
- “Cars from outside the development and camper vans regularly park on the opposite side of the road. It is already difficult to navigate in and out of the development with cars parked this close to the entrance.”
- “Vehicles exiting the road onto the A431 would likely come head on with vehicles entering due to the proximity to the main road, the location would be better on the north side of the road where vehicles currently park.”
- “It’s right by a junction and would make leaving the estate very difficult.”

Email response from Siston Parish Council

“Siston Parish Councillors discussed this consultation at our meeting on the 15th of May. They would like to address the following:

1. They feel that insufficient chargers have been considered for Siston Parish.

2. They would like to see more charges in the South Glos. Car Parks in the parish, an example would be the small car park at Warmley, next the railway path.

3. They feel it would encourage businesses to take charging points in their car parks, if the cost of installation and ongoing management and charges were paid for by SGC. An example would be the car park at Warmley Community Centre. They have insufficient funds to undertake the management of charging points.”

Email response from resident concerned around the safety of an EV charge point next to their property

“The installation of the chargers would have a direct impact on us as our house is the closest to the proposed location.

Our quality of life, we feel, has gradually been eroded over the years due to local council policies. The pavement right outside our house, directly below our bedroom window, is a parking site for electric bikes and scooters which sometimes are sprawled over the pavement, blocking it for pedestrians. Sometimes we are awakened in the night by the vans arriving to collect them or change batteries. We have had no say in this.

Since the introduction of yellow lines all around the area, it makes parking very difficult for friends and family when they come to visit. Usually, they have to drive some way down the road to find somewhere to park. One of the few parking places we had, outside our house, you now want to take that away as well.

Also, we are concerned about safety issues. Although electric car fires are rare, they do happen, especially when charging, as we see in the news. And that could have a direct impact on our house. Insurances advises that public chargers should be no closer than 10m from a flammable wall or 7.5m from a window. Our property is less than 7.5m away from proposed charging points. Has a risk assessment been done?

Who are these charging points for? All residents in this area have their own drives or parking places. Is anyone going to actually use it? The location is totally unacceptable and there are other more suitable sites to install electric chargers.

We strongly object to this proposal, in our eyes, one more reason to move away from the area.”