

London Borough of Lewisham

Draft Low Emission Vehicle Strategy 2018-2020 Consultation

Summary of results

March 2019

Executive summary 2

1. Introduction 3

2. Responses to the Low Emission Vehicle Strategy Vision 4

3. Respondents travel habits and their opinions on the use of electric vehicles 16

4. Appendix A - Summary Tables 25

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Executive summary

London Borough of Lewisham (LBL) have recently produced a draft of the 'Low Emission Vehicle Strategy 2018-2020'. The report outlines how the borough could encourage the uptake of low emissions vehicles and work towards its air quality targets. The draft document and the consultation questionnaire were made available on the council's website.

This report summarises the results of the consultation, which took place between the 29th June 2018 and 13th August 2018. In summary, the majority of residents who responded to the consultation were in favour of LBL's proposed Low Emission Vehicle Strategy Vision overall (84%). They are also in agreement with the four individual objectives (72-88%), including the installation of more electric vehicle charging infrastructure. 66% of respondents agreed that the targets set in the strategy are suitably ambitious, yet realistic, with a small number asking for more ambitious targets.

The majority of respondents own a traditional diesel or petrol vehicle, and many would consider switching to a full electric or hybrid in the future if more charging infrastructure was provided in the borough. Of the business owners surveyed 66% would consider using an electric vehicle but again the number of charge points was a concern.

1. Introduction

London Borough of Lewisham (LBL) have recently produced a draft of the 'Low Emission Vehicle Strategy 2018-2020'. The report outlines how the borough could encourage the uptake of low emissions vehicles and work towards its air quality targets. The draft strategy document and the consultation questionnaire were made available on the council's website, between 29th June 2018 and 13th August 2018.

This report summarises the results of the consultation.

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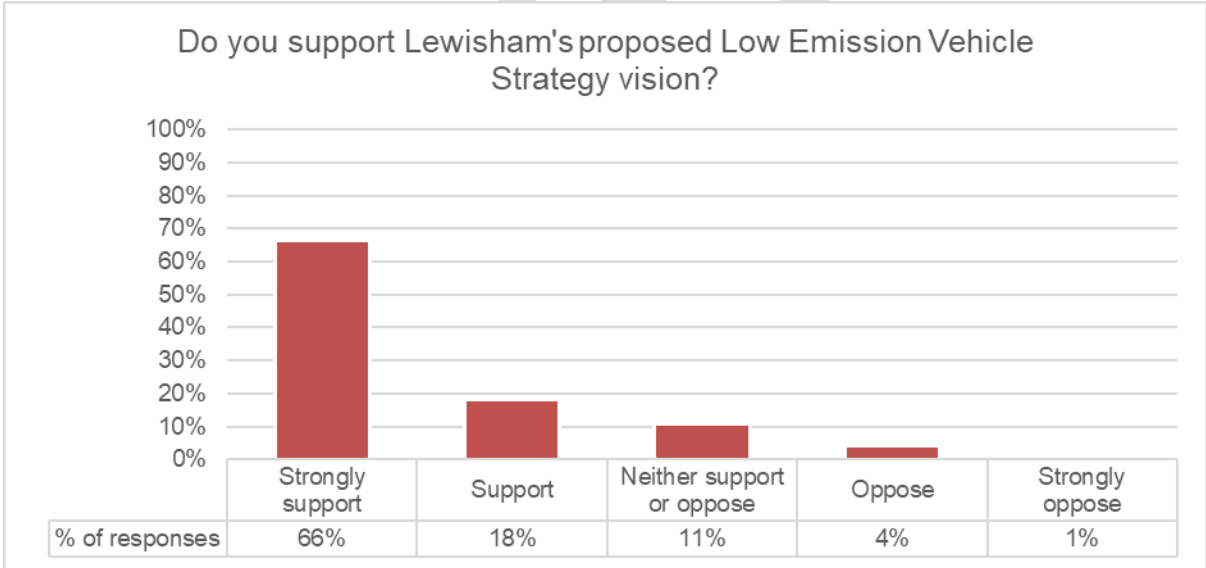
2. Responses to the Low Emission Vehicle Strategy Vision

Overall, there were 122 responses recorded to the consultation. The majority of respondents were residents of LBL, but 2 respondents lived elsewhere. The survey focused on two key areas. Firstly, whether or not residents are in favour of the vision laid out in the draft low emission vehicle strategy document. Secondly, the survey examined respondents travel habits and their opinions on the use of electric vehicles.

Support for the Strategy

Question 1: Do you support Lewisham’s proposed Low Emission Vehicle Strategy Vision?

The majority of respondents (84%) support or strongly support the proposed ‘Low Emission Vehicle Strategy Vision’. The share of respondents in favour of the strategy was higher among those with access to EVs (94%), than those without access 83% of those without access supported the strategy.



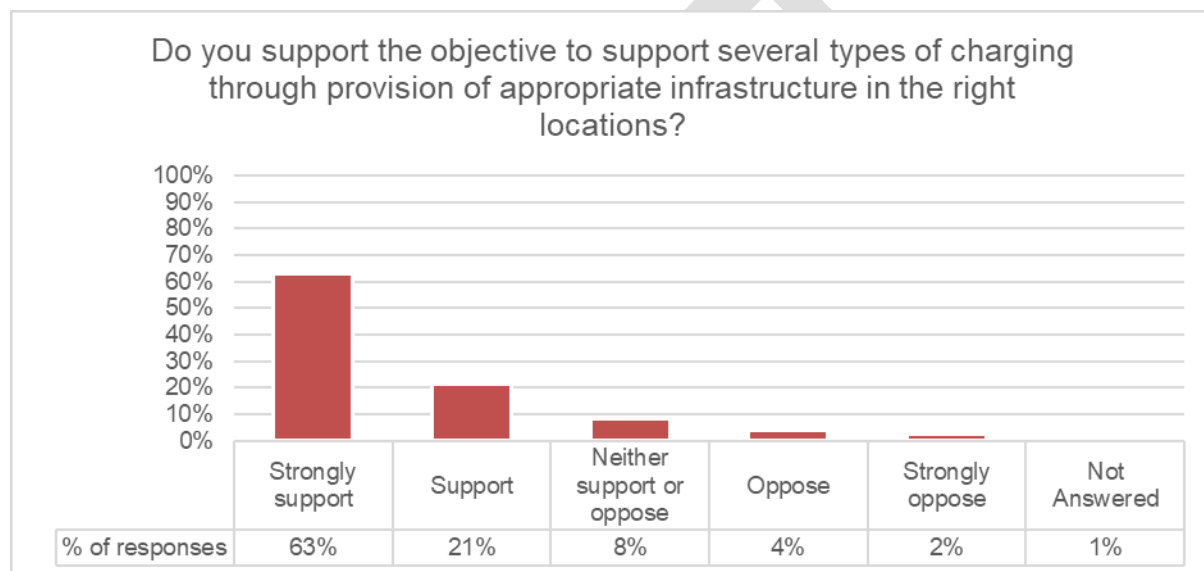
	Support		Oppose		Neither		Total
	#	%	#	%	#	%	
Have access to EV	15	94%	1	6%	0	0	16
Do not have access to EV	88	83%	5	5%	13	12%	106

Total	103		6		13		122
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Support for charging infrastructure

Question 2: Do you support the objective to support several types of charging through provision of appropriate infrastructure in the right locations? (Objective 1)

Overall, 84% of respondents support Objective 1 of the strategy, and 6% are in opposition.



53 respondents provided additional comments, the majority of which were in support of the objective, however some concerns were raised:

- Concerns over the impact of EV charging points on the public realm, stressing that new infrastructure should be installed on the carriageways rather than footpaths. A common suggestion was to install charging points in lamp columns to limit the street clutter.
- Concern that that charging infrastructure should not infringe on spaces dedicated to pedestrians and cyclists.
- Another group of supporters, who either own or plan on acquiring an EV expressed the difficulty of charging the vehicles in residential areas.
- Some responded that existing charging spots were commonly obstructed by diesel/petrol cars, and hence the council should focus on clearly marking EV parking spaces and enforcing their usage.

- Ensure that walking distance between a charging points and houses is reduced to minimum.

Respondents who expressed views opposing the strategy and the objective were largely concerned about council promoting EV as a 'stop-gap' measure, where the resources could be better utilised in promoting fully sustainable and long-term methods of transport.

Question 2.2	Comments	Number of responses	% of responses
Do you support the objective to support several types of charging through provision of appropriate infrastructure in the right locations?	General support	3	8%
	Supports as mandatory infrastructure	2	4%
	Supports, but is concerned about impact on public realm	7	13%
	Supports due to insufficient infrastructure	2	4%
	Supports charging points in residential areas	9	17%
	Supports charging points outside residential areas	2	4%
	Mixed - Would prefer prioritising alternative modes of transport (eg. walking, cycling, public transport)	9	19%
	Mixed - lack of future use	1	2%
	Mixed - environmental concerns	1	2%
	Mixed - affordability	2	4%
	Insufficient information	8	15%
	Other	7	13%
	Total respondents	53	

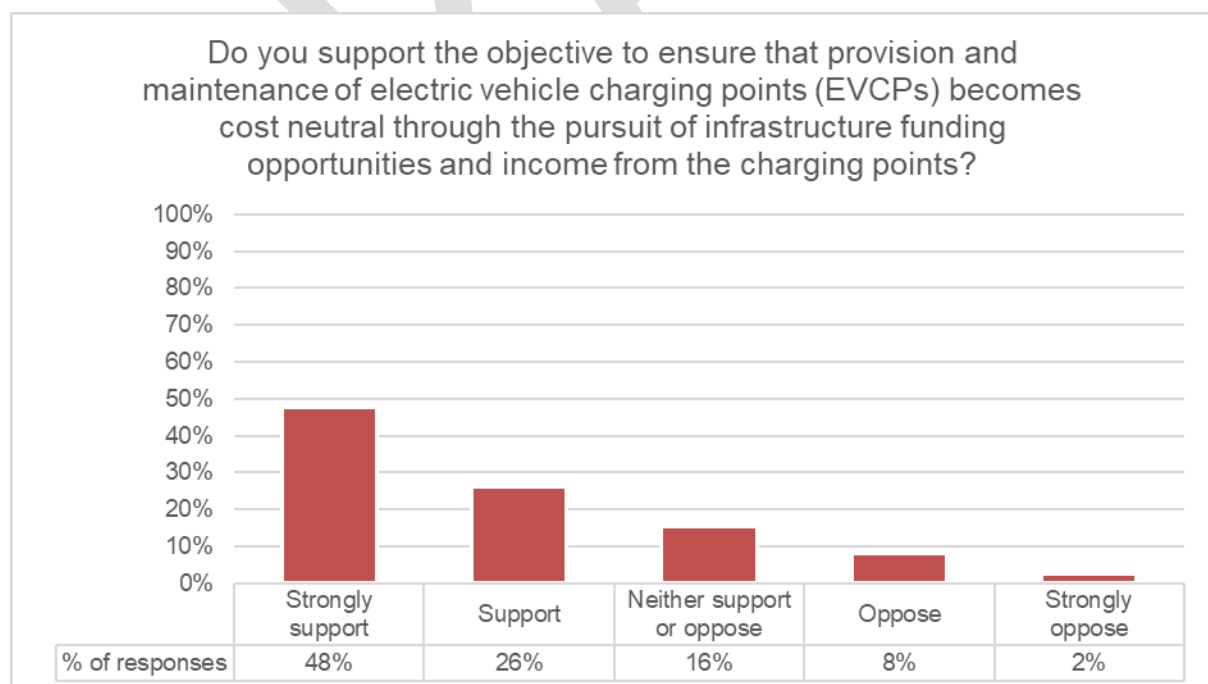
Should EVCPs remain cost neutral?

Question 3: Do you support the objective to ensure that provision and maintenance of electric vehicle charging points (EVCPs) becomes cost neutral through the pursuit of infrastructure funding opportunities and income from the charging points? (Objective 2)

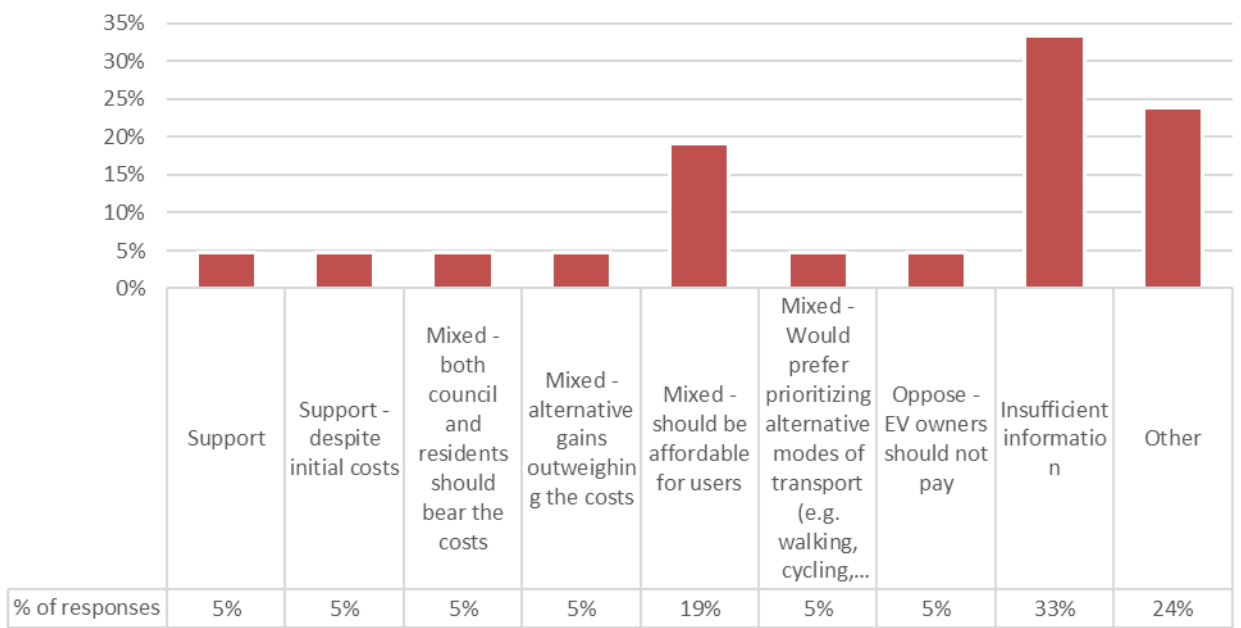
There is general support for the second objective, with 72% of respondents expressing either support or strong support.

A relatively large proportion selected the 'neither support or oppose' option (16%) and several comments claimed that there is insufficient information to answer the question or that the wording was unclear.

Only one comment opposed the idea of paying for the use of the EV charging infrastructure, however four stressed that the cost of charging should be 'affordable'. Affordable could be defined as 'cheaper than petrol' or a charging rates lower than commercial charging rates.



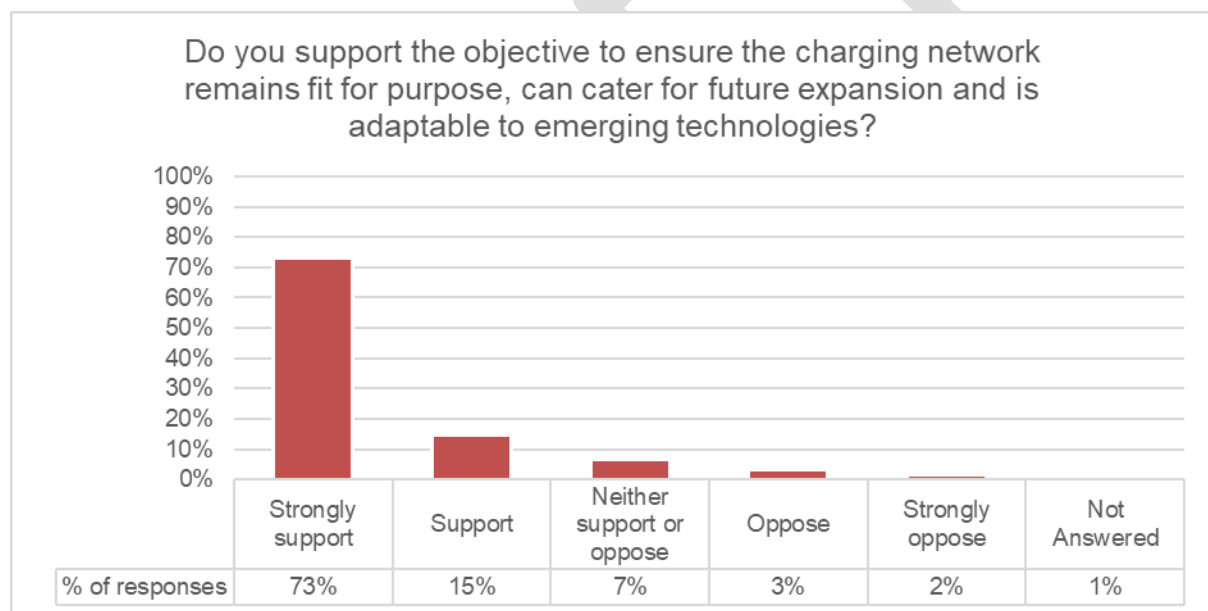
Do you support the objective to ensure that provision and maintenance of electric vehicle charging points (EVCPs) becomes cost neutral through the pursuit of infrastructure funding opportunities and income from the charging points? - Comments

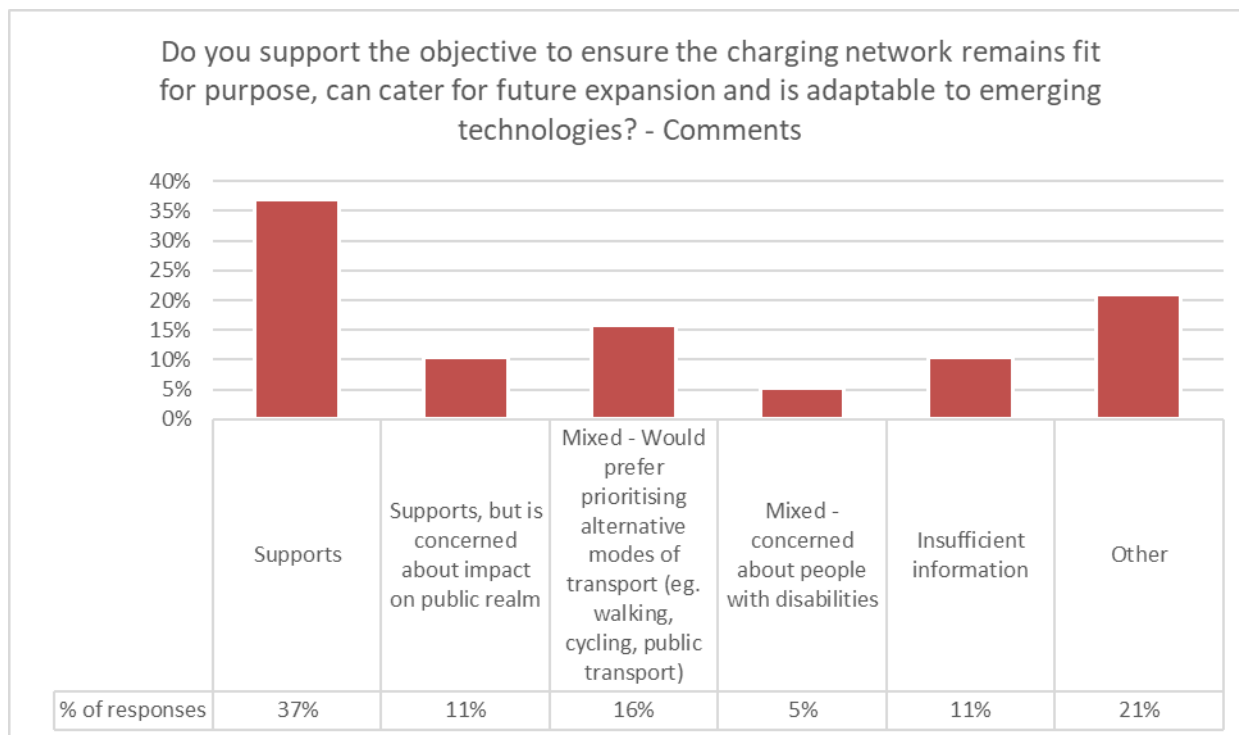


Should the charging network be made future proof?

Question 4: Do you support the objective to ensure the charging network remains fit for purpose, can cater for future expansion and is adaptable to emerging technologies? (Objective 3)

The majority of respondents (88%) either support or strongly support Objective 3, and most of the comments also reflect support for the concept. There were several recommendations for the use of lamp column or pop up chargers.





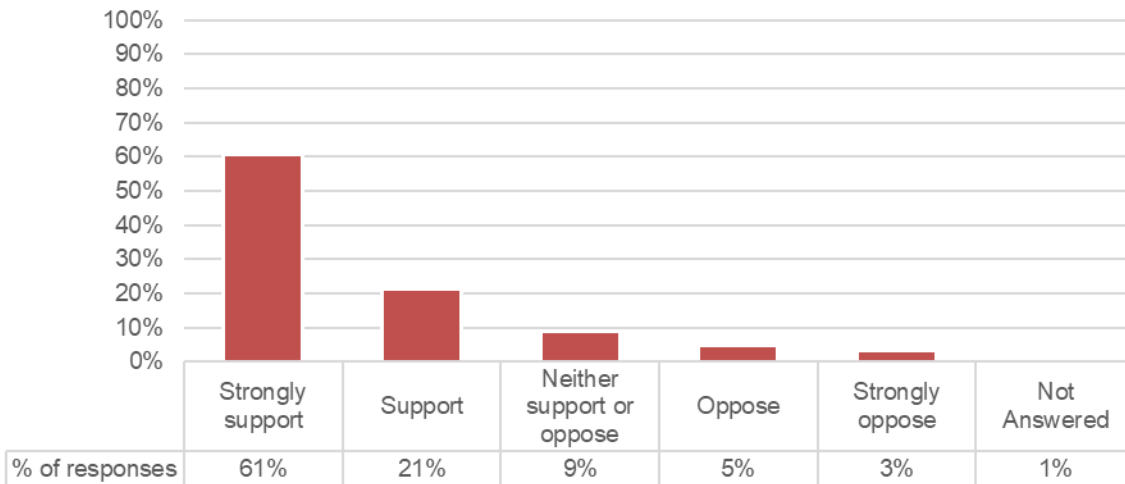
Support the uptake of electric vehicles

Question 5: Do you support the objective to encourage the uptake of electric vehicles through supporting policy frameworks, initiatives, and public engagement exercises, drawing on best practice from around the UK and beyond? (Objective 4)

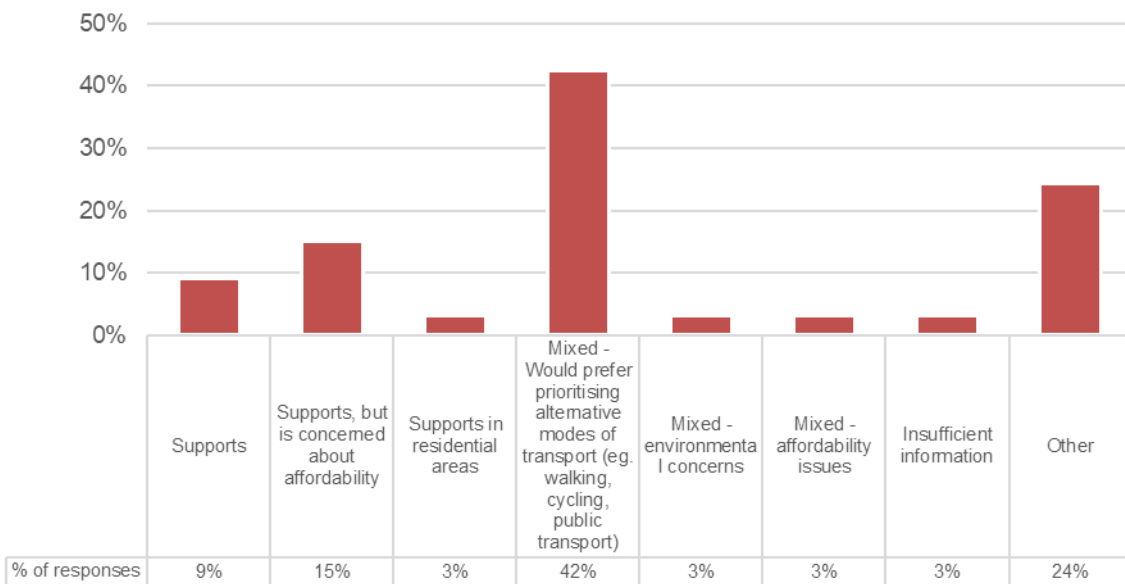
82% of respondents were in favour of Objective 4, to support the uptake of electric vehicles. A number of themes were apparent in the comments:

- 14 of 34 commenters expressed that they would prefer for sustainable modes of transport to be given priority over electric vehicles. Some were still in favour of EVs on the grounds that they are less polluting than conventional vehicles, others were opposed on the grounds that EV charging diverts resources from more sustainable transport.
- A concern that encouraging the use of electric vehicles would draw people currently using public transport, walking or cycling to using cars.
- Some respondents were worried about the affordability of EVs, saying that the high costs of purchasing and operating a suitable vehicle might cause the scheme to be unpopular in the future.

Do you support the objective to encourage the uptake of electric vehicles through supporting policy frameworks, initiatives, and public engagement exercises, drawing on best practice from around the UK and beyond?



Do you support the objective to encourage the uptake of electric vehicles through supporting policy frameworks, initiatives, and public engagement exercises, drawing on best practise from around the UK and beyond? - Comments



Is anything missing from the strategy?

Question 6: Is there anything you feel is missing from the strategy that need to be included in order for it to be fully successful?

There were 59 answers recorded, which largely mirrored previous comments. 7% of respondents claimed that the councils target should be to discourage all types of cars, electric or otherwise. 10% of respondents remained adamant, that EV charging points are welcome as long as they do not obstruct pavements. Bridging those two groups, 17 comments focused on the fact, that the strategy is insufficiently focused on other modes of transport.

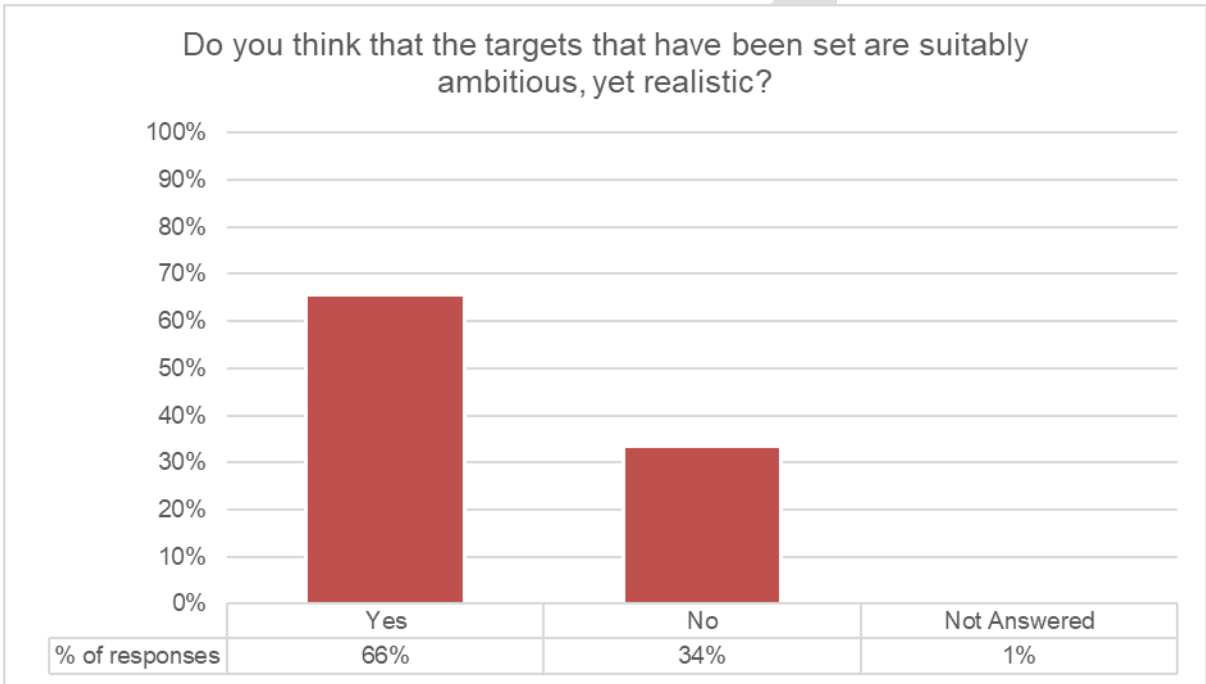
Further 12% of answers suggested that the council should aim at providing financial incentives or subsidies to assist people with switching to electric vehicles. Other comments included suggestions that the council should enforce that the EV bays are used by appropriate vehicles.



Are the targets suitably ambitious?

Question 7: Do you think that the targets that have been set are suitably ambitious, yet realistic?

Overall, 66% of respondents agreed that the targets set in the strategy are suitably ambitious, yet realistic. 34% disagreed with the statement with 10 comments stated that the strategy could be more ambitious, and 8 comments requesting faster implementation targets.



Question 7.2	Comments	Number of responses	% of responses
Do you think that the targets that have been set are suitably ambitious, yet realistic? - Do you have any comments about the targets set?	Insufficient information about Council's own fleet	1	2%
	Slow implementation targets	8	18%
	Support for reduction of overall vehicle numbers	4	9%
	Concerns about public realm	1	2%
	Concerns about location of charging points	6	13%
	Could be more ambitious	10	22%
	Insufficient planned provision of charging infrastructure	2	4%
	Insufficient focus on alternative modes of transport (eg. walking, cycling, public transport)	3	7%
	Lack of holistic thinking	1	2%
	Should focus more on affordability	2	4%
	Should focus on financial incentives	1	2%
	Other	6	13%
	Total respondents	45	

Any other comments

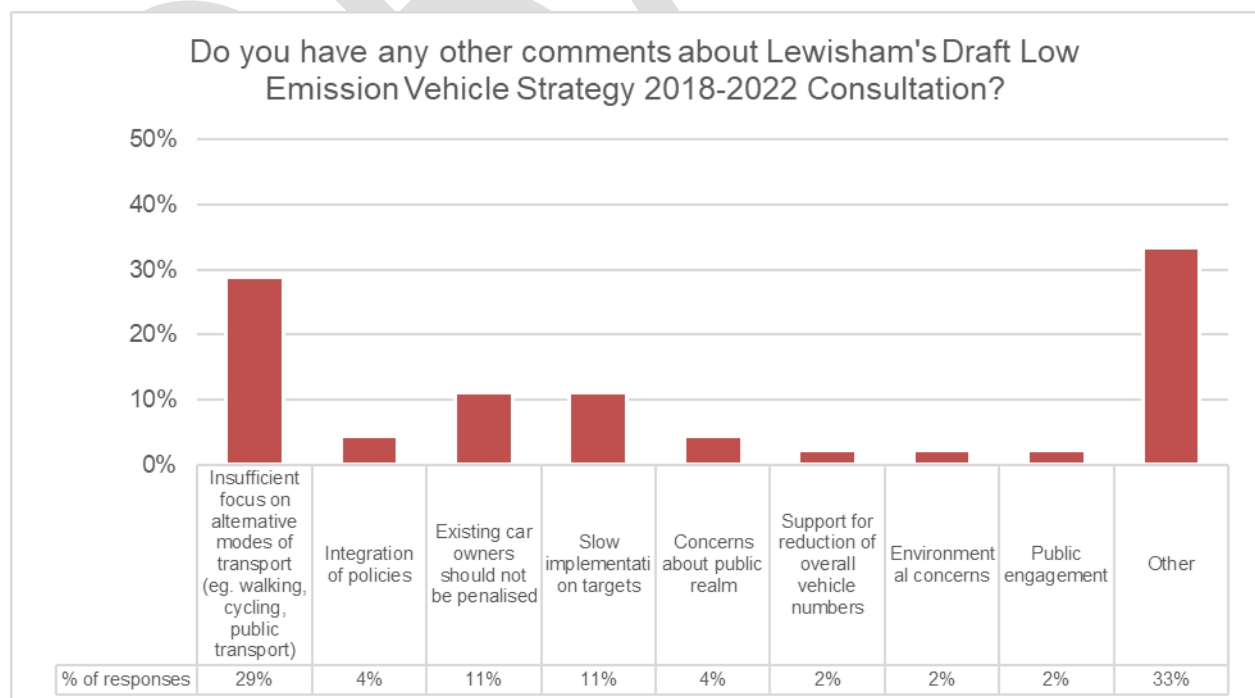
Question 11: Do you have any other comments about Lewisham's Draft Low Emission Vehicle Strategy 2018-2022 Consultation?

Respondents were provided with an opportunity to make any other comments regarding the borough's strategy and altogether there were 45 recorded answers.

Similar to the preceding questions, 29% responses raised concerns that the council should give more thought to other modes of transport, predominantly walking and cycling. One answer suggested that the public transport, which might need to absorb people currently using petrol/diesel cars, should be given attention before the strategy is implemented.

Again, the topic of slow implementation targets was raised in 5 answers, with one respondent voicing concerns that the infrastructure should be installed before residents are made to pay charges related to pollution. Further five respondents stressed that car owners should not be penalised into buying electric vehicles, and within these, two suggested that the council should allow a relatively long transition period to EVs.

Two respondents raised concerns of if and how the strategy will be integrated with policies of other boroughs and Greater London. Hence, the final strategy could benefit from detailing how the Lewisham's plans correspond to related inter- and intra-borough, and city-wide policies.



Respondents travel habits and their opinions on the use of electric vehicles

The following questions examine respondents travel habits and their opinions on the use of electric vehicles.

Access to a motor vehicle

Question 8: Do you own or have access to a motor vehicle for personal/commuting purposes?

Question 8a: If yes, how often do you use it?

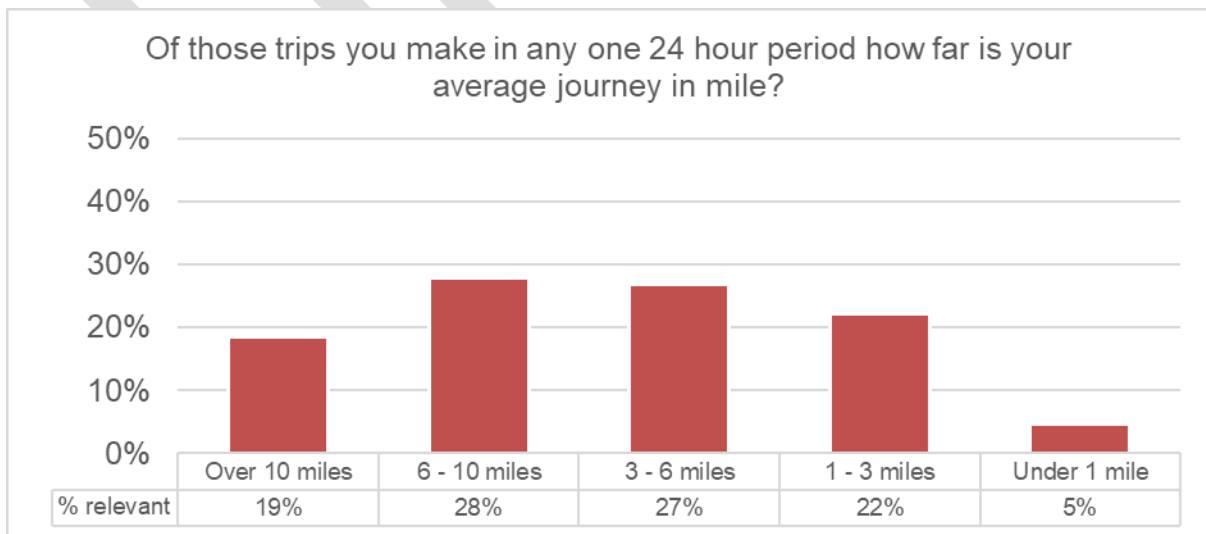
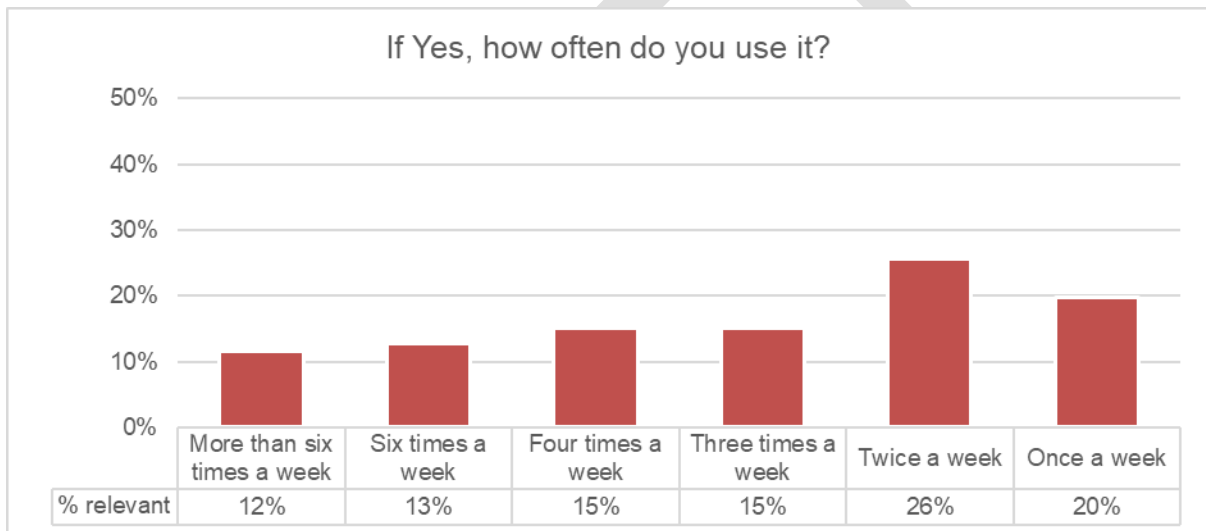
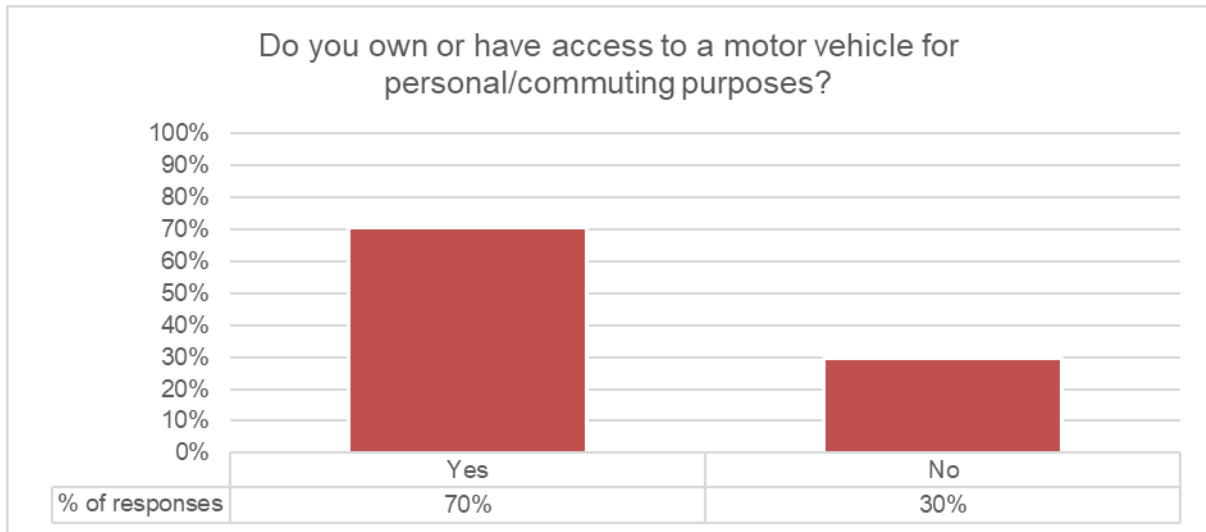
Question 8b: Of those trips you make in any one 24-hour period how far is your average journey in mile?

70% of respondents currently own or have access to a vehicle. Vehicle owners were more likely to oppose or express their lack of support, consequently 7% and 12% of recorded answers. Most common reasons for lack of support of the strategy were: a preference for other modes of transport, high costs of purchasing and maintaining an EV and too small battery range of EVs.

There were no answers opposing the EV strategy amongst the group of respondents without access to a vehicle. Two of the respondents who chose ‘neither support nor oppose’ quoted a preference towards other modes of transport – walking and cycling and the third respondent stressed his support for vehicle sharing rather than private ownership.

The frequency of journeys among those with access to a vehicle was skewed towards one (20%) or two (26%) trips per week. The trip lengths oscillated between 6-10 miles for 28%, 3-6 miles for 27% and 1-3 miles for 22% of respondents.

	Support		Oppose		Neither		Total
	#	%	#	%	#	%	
Own a vehicle	70	81	6	7	10	12	86
Do not own a vehicle	33	92	0	0	3	8	36
Total	103		6		13		122

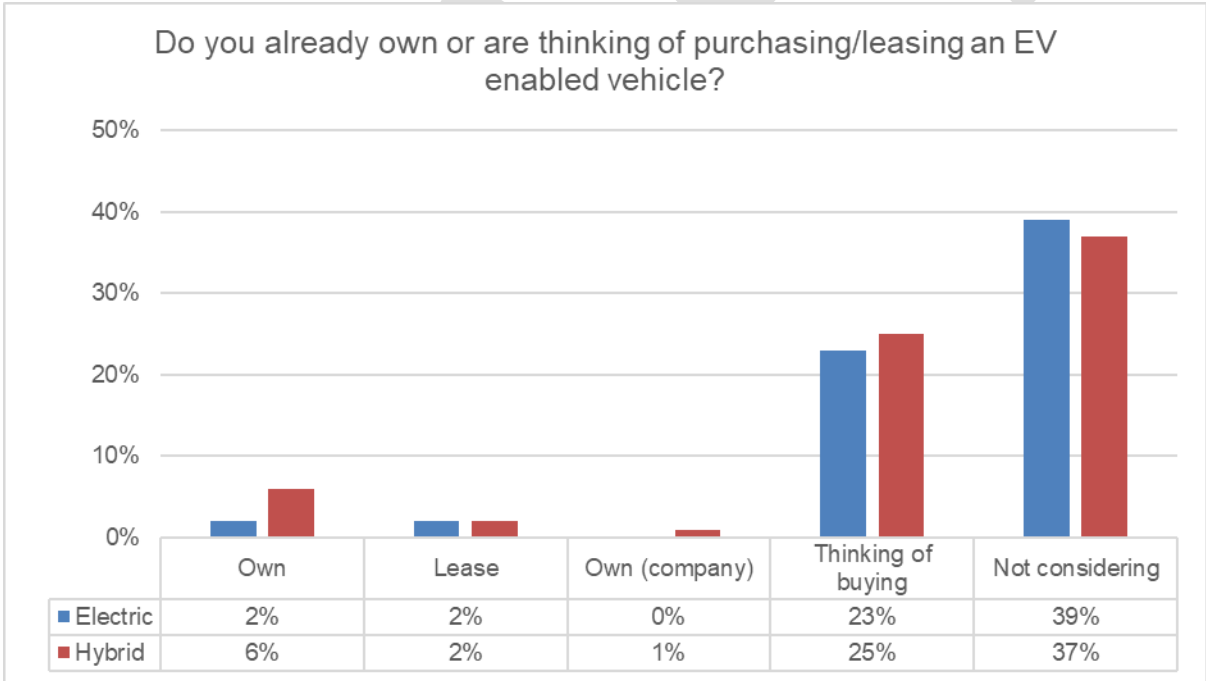


Would you consider owning an EV?

Question 10: Do you already own or are thinking of purchasing/leasing an EV enabled vehicle?

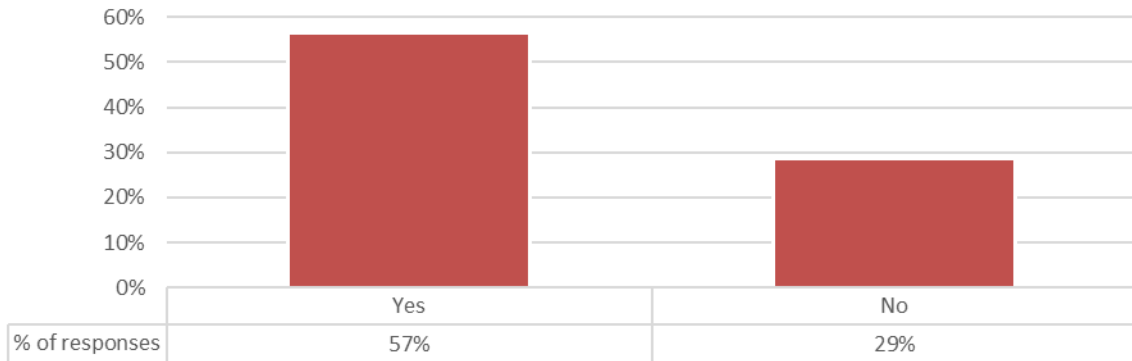
Multiple answers could be provided to this question, resulting in 168 responses. Each possible answer is given as a percentage of the total responses (122). The greatest proportion of respondents is 'not currently considering purchasing an EV', either full electric or a hybrid. Only a small proportion currently own or lease an EV. Hybrids are more likely to be considered than full electrics.

32% of respondents who commented on the issue stated that they do not need a vehicle and further 12% expressed their preference for overall reduction of vehicle numbers. Further 22% of respondents claimed that they are being put off purchasing an EV due to inaccessibility of charging points, particularly in residential areas with terraced houses. Other answers focused on high costs of EVs (18%) or that they had recently purchased a new petrol or diesel car.

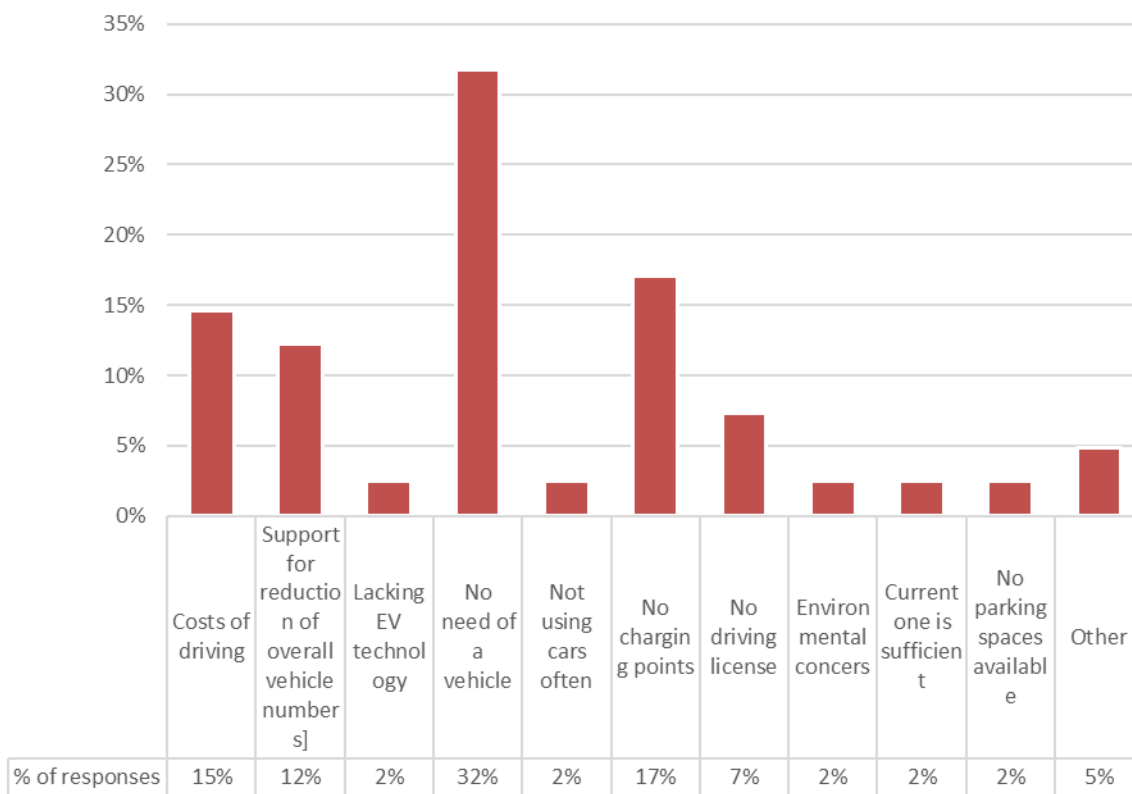


Of those who did not own an electric vehicle, 66% stated that better provision of electric vehicle charge points would make them more likely to considering owning an electric vehicle.

If you do not own or are thinking of owning and Electric Vehicle, would the better provision of electric vehicle charge points in the borough make you consider owning one?



If you do not currently own an EV, what has put you off purchasing / leasing an EV? - Comments

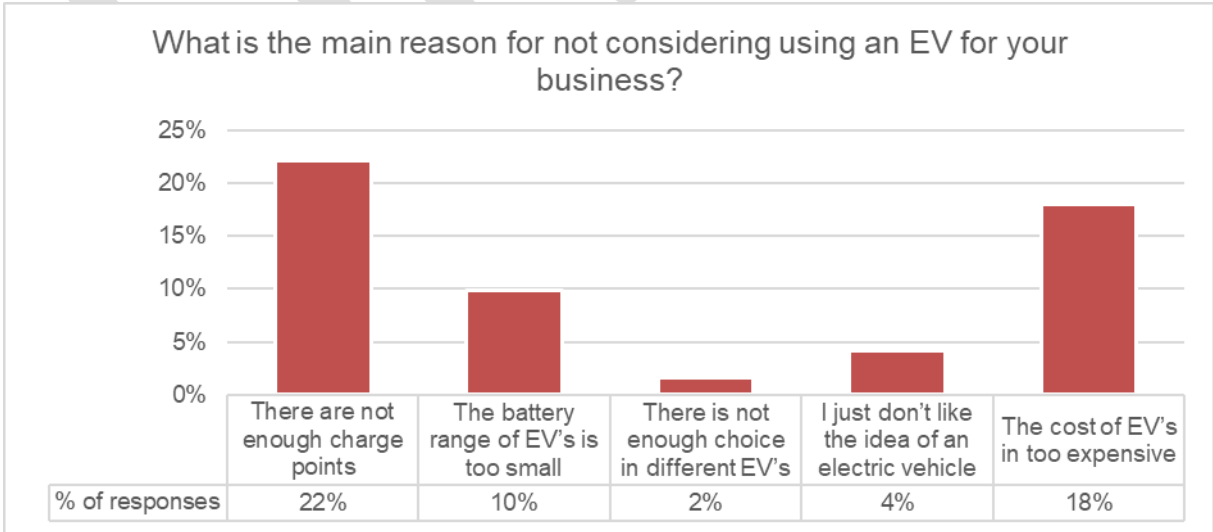
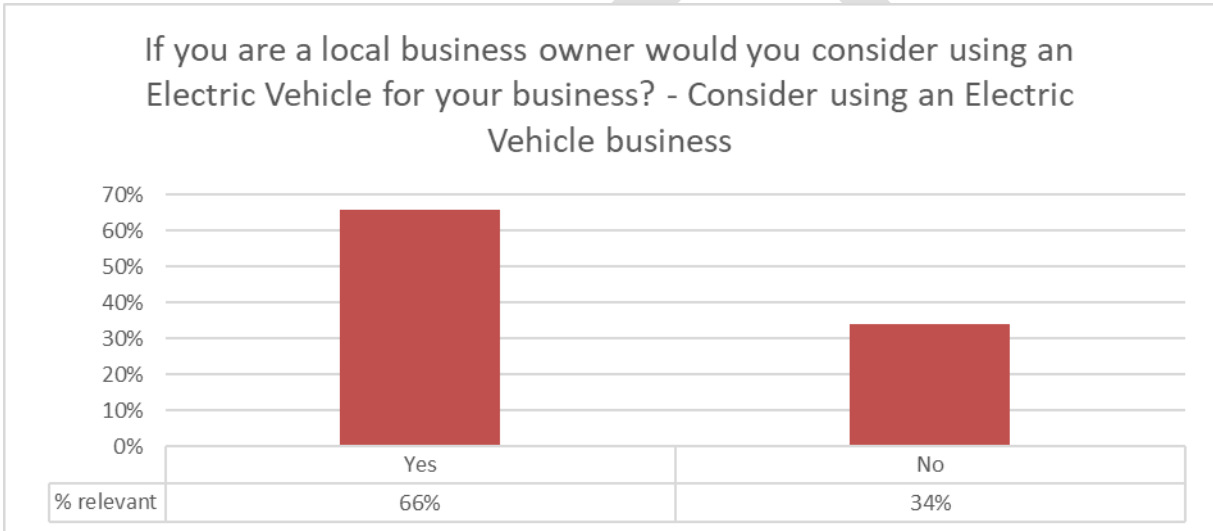


Would you use an EV for your business?

Question 9: If you are a local business owner would you consider using an Electric Vehicle for your business?

Only 11 respondents (9%) stated they were business owners. However, 44 respondents answered the follow up question 'If you are a local business owner would you consider using an Electric Vehicle for your business?'. 66% of these respondents (29) answered yes and 34% (15) answered no.

The subsequent question, "If no, what is the main reason for not considering using an EV for your business?", was answered by all respondents. The most commonly stated reason for not purchasing an EV was that there are not enough charge points.



Conclusions

Overall, there were 122 responses to the consultation recorded. The majority of respondents were residents of LBL, but 2 respondents lived elsewhere. The survey focused on two key areas. Firstly, what were resident's thoughts on the proposed Low Emission Vehicle Strategy Vision. Secondly, the survey examined respondents travel habits and opinions on the use of electric vehicles.

Responses to the Low Emission Vehicle Strategy Vision:

Question 1: Support for the Strategy

The majority (84%) of respondents support the proposed 'Low Emission Vehicle Strategy Vision'. The share of respondents in favour of the strategy was higher among those with access to EVs (94%), while 83% of those without access supported the strategy.

Question 2: Should charging infrastructure be installed

Overall, 84% of respondents support Objective 1 of the strategy, and 7% are in opposition. A number of issues were raised in the comments, these included: charge points obstructing the footway, the need to prevent ICEing (traditional vehicles parking in EV spaces), and the importance of minimising the walking distance to chargers.

Respondents who expressed views opposing the strategy and the objective were largely concerned about council promoting EV as a 'stop-gap' measure, where the resources could be better utilised in promoting fully sustainable and long-term methods of transport.

Question 3: Should EVCPs remain cost neutral to the council?

72% of respondents either support or strong support this Objective 2. A relatively high 18% stated they 'neither support nor oppose' and a number of comments stated that there was insufficient information to answer the question. Several comments highlighted the importance that charging remain cheaper than traditional fuels.

Question 4: Should the charging network be made future proof?

The majority of respondents (88%) either support or strongly support Objective 3, and most of the comments also reflect support for the concept. There were several recommendations for the use of lamp column or pop up chargers.

Question 5: Should the council support the uptake of low emissions vehicles

82% of respondents were in favour of the objective 4, to support the uptake of low emissions vehicles. Many commenters hoped the council would prioritise sustainable modes of transport over electric vehicles. Some were still in favour of electric vehicles as an improvement of traditional vehicles. Other opposed the objective as it could divert resources away from sustainable modes or encourage the use of motor vehicles. Some commenters raised concerns about the cost of electric vehicles means they are not accessible to all.

Question 7: Are the targets suitably ambitious?

Overall, 66% of respondents agreed that the targets set in the strategy are suitably ambitious, yet realistic. 34% disagreed with the statement with 10 comments stated that the strategy could be more ambitious, and 8 comments requesting faster implementation targets.

Question 6: Is anything missing from the strategy, which will ensure its success?

There were 59 answers recorded which largely mirrored the previous comments, particularly the need to prioritise sustainable modes of transport. Suggestions included; subsidies to assist people with switching to electric vehicles, enforcement to ensure only EVs use EV bays and mandatory chargers on new developments.

Question 11: Any other comments

Again, the answers recorded largely mirrored the previous comments. Two respondents raised concerns of if and how the strategy will be integrated with policies of other London boroughs.

Travel habits and opinions on EVs:

Question 8: Access to a motor vehicle

70% of respondents had access to a motor vehicle. Of these only 12% used that vehicle more than 6 times a week, suggesting they do not use it to commute. 46% only used it once or twice a week.

Question 10: Do you own an EV and if not, would you consider buying one?

An average of 38% are not considering purchasing a full electric or hybrid vehicle. A proportion of which commented that they do not require a vehicle at all. 24% are thinking of buying an EV.

66% of those who do not currently own an electric vehicle stated that they would consider purchasing one if more charge points were available in the borough.

Question 9: Would you use an EV for your business

Of the business owners surveyed 66% would consider using an electric vehicle but again the number of charge points was a concern.

In summary, the majority of residents who responded to the consultation were in favour of LBL's proposed Low Emission Vehicle Strategy Vision overall (84%). They are also in agreement with the four individual objectives, including the installation of more electric vehicle charging infrastructure (between 72 and 88% in favour). 66% of respondents agreed that the targets set in the strategy are suitably ambitious, yet realistic, with a small number asking for more ambitious targets.

The majority of respondents own a traditional diesel or petrol vehicle, and many would consider switching to a full electric or hybrid in the future if more charging infrastructure was provided in the borough. Of the business owners surveyed 66% would consider using an electric vehicle but again the number of charge points was a concern.

Recommendations

Following the analysis of the consultation responses, the list below highlights the recommended changes to be made to Lewisham's draft EVCP Strategy document:

- Objective 2, *“Do you support the objective to ensure that provision and maintenance of electric vehicle charging points (EVCPs) becomes cost neutral through the pursuit of infrastructure funding opportunities and income from the charging points?”*, should be re-worded to *“To make use of funding opportunities in order to provide and maintain EVCPs”*
- Objective 4, *“Do you support the objective to encourage the uptake of electric vehicles through supporting policy frameworks, initiatives, and public engagement exercises, drawing on best practice from around the UK and beyond?”*, should be re-worded to *“Encourage more sustainable travel, including electric vehicles for any essential car trips, through supporting policy frameworks, initiatives, and public engagement exercises, drawing on best practice from around the UK and beyond”*.
- Lewisham's desirable footway width should be included within the strategy, along with any other criteria the borough uses to locate potential EVCP locations.
- The strategy should state that Lewisham would not discount installing charging units on the carriageway, where it may be suitable to do so.
- The strategy should emphasise the importance of walking and cycling too, in combination with EVs. Lewisham's Cycling Strategies should also be referred to.
- Reference should be made to the sections of Lewisham's LIP which mention sustainable freight transport.
- The target to achieve 500m coverage should be updated, to be achieved by 2021 instead of 2020, in line with the expansion of the ULEZ.
- The draft EVCP strategy should reference Lewisham's Parking Policy Review, which is mentioned within the Air Quality Action Plan.
- The strategy should include the potential to electrify the Council fleet.
- The strategy should reflect on the enforcement of EVCPs.
- The maps, policies and EVCP uptake graphs included within the draft EVCP Strategy should be updated to align with 2018 data and information.
- Reference should be made to Zap-Map, which is the most up to date database for information on EVCPs.

- The section on trickle/residential chargers in the draft EVCP Strategy should be updated to prioritise the bollard solution over the lamp column solution (include trip hazard, placing of lamp columns and earthing issues associated with lamp columns).

Appendix A - Summary Tables

Question 1	Options	Number of responses	% of responses
Do you support Lewisham's proposed Low Emission Vehicle Strategy vision? - Do you support the vision?	Strongly support	81	66%
	Support	22	18%
	Neither support or oppose	13	11%
	Oppose	5	4%
	Strongly oppose	1	1%
Question 2.1	Options	Number of responses	% of responses
Do you support the objective to support several types of charging through provision of appropriate infrastructure in the right locations? - Support objective 1?	Strongly support	77	63%
	Support	26	21%
	Neither support or oppose	10	8%
	Oppose	5	4%
	Strongly oppose	3	2%
	Not Answered	1	1%

Question 2.2	Comments	Number of responses	% of responses
Do you support the objective to support several types of charging through provision of appropriate infrastructure in the right locations? - Other comments: Objective 1	General support	3	8%
	Supports as mandatory infrastructure	2	4%
	Supports, but is concerned about impact on public realm	7	4%
	Supports due to insufficient infrastructure	2	4%
	Supports charging points in residential areas	9	17%
	Supports charging points outside residential areas	2	2%
	Mixed - Would prefer prioritising alternative modes of transport (eg. walking, cycling, public transport)	9	25%
	Mixed - lack of future use	1	2%
	Mixed - environmental concerns	1	2%
	Mixed - affordability	2	4%
	Insufficient information	8	17%
	Other	7	13%
	Total respondents	53	

Question 3.1	Options	Number of responses	% of responses
Do you support the objective to ensure that provision and maintenance of electric vehicle charging points (EVCPs) becomes cost neutral through the pursuit of infrastructure funding opportunities and income from the charging points? - Support objective 2?	Strongly support	58	48%
	Support	32	26%
	Neither support or oppose	19	16%
	Oppose	10	8%
	Strongly oppose	3	2%
Question 3.2	Comments	Number of responses	% of responses
Do you support the objective to ensure that provision and maintenance of electric vehicle charging points (EVCPs) becomes cost neutral through the pursuit of infrastructure funding opportunities and income from the charging points? - Other comments: Objective 2	Support	1	5%
	Support - despite initial costs	1	5%
	Mixed - both council and residents should bear the costs	1	5%
	Mixed - alternative gains outweighing the costs	1	5%
	Mixed - should be affordable for users	4	19%
	Mixed - Would prefer prioritizing alternative modes of transport (e.g.	1	5%
	Oppose - EV owners should not pay	1	5%
	Insufficient information	7	33%
	Other	5	24%
	Total respondents	22	

Question 4.1	Options	Number of responses	% of responses
Do you support the objective to ensure the charging network remains fit for purpose, can cater for future expansion and is adaptable to emerging technologies? - Do you support objective 3	Strongly support	89	73%
	Support	18	15%
	Neither support or oppose	8	7%
	Oppose	4	3%
	Strongly oppose	2	2%
	Not Answered	1	1%
Question 4.2	Comments	Number of responses	% of responses
Do you support the objective to ensure the charging network remains fit for purpose, can cater for future expansion and is adaptable to emerging technologies? - Other comments: Objective 3	Supports	7	37%
	Supports, but is concerned about impact on public realm	2	11%
	Mixed - Would prefer prioritising alternative modes of transport (eg. walking, cycling, public transport)	3	16%
	Mixed - concerned about people with disabilities	1	5%
	Insufficient information	2	11%
	Other	4	21%
	Total respondents	19	

Question 5.1	Options	Number of responses	% of responses
Do you support the objective to encourage the uptake of electric vehicles through supporting policy frameworks, initiatives, and public engagement exercises, drawing on best practise from around the UK and beyond? - Do you support objective 4	Strongly support	74	61%
	Support	26	21%
	Neither support or oppose	11	9%
	Oppose	6	5%
	Strongly oppose	4	3%
	Not Answered	1	1%

Question 5.2	Comments	Number of responses	% of responses
Do you support the objective to encourage the uptake of electric vehicles through supporting policy frameworks, initiatives, and public engagement exercises, drawing on best practise from around the UK and beyond? - Other comments: Objective 4	Supports	3	9%
	Supports, but is concerned about affordability	5	15%
	Supports in residential areas	1	3%
	Mixed - Would prefer prioritising alternative modes of transport (eg. walking, cycling, public transport)	14	42%
	Mixed - environmental concerns	1	3%
	Mixed - affordability issues	1	3%
	Insufficient information	1	3%
	Other	8	24%
	Total respondents	34	

Question 6	Comments	Number of	% of
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	responses	responses
Is there anything you feel is missing from the strategy that need to be included in order for it to be fully successful? - Anything missing from the strategy?	Support for reduction of overall vehicle numbers	4 7%
	Insufficient focus on alternative modes of transport (eg. walking, cycling, public transport)	17 28%
	Mandatory charging infrastructure for new developments	3 5%
	Concerns about public realm	6 10%
	Prefers other type of charging infrastructure	2 3%
	Charging in residential areas	3 5%
	Financial incentives	7 12%
	Public engagement	1 2%
	Other	17 28%
	Total respondents	60

Question 7.1	Options	Number of responses	% of responses
Do you think that the targets that have been set are suitably ambitious, yet realistic? - Targets ambitious?	Yes	80	66%
	No	41	34%
	Not Answered	1	1%
Question 7.2	Comments	Number of responses	% of responses
Do you think that the targets that have been set are suitably ambitious, yet realistic? - Do you have any comments about the targets set?	Insufficient information about Council's own fleet	1	2%
	Slow implementation targets	8	18%
	Support for reduction of overall vehicle numbers	4	9%
	Concerns about public realm	1	2%
	Concerns about location of charging points	6	13%
	Could be more ambitious	10	22%
	Insufficient planned provision of charging infrastructure	2	4%
	Insufficient focus on alternative modes of transport (eg. walking, cycling, public transport)	3	7%
	Lack of holistic thinking	1	2%
	Should focus more on affordability	2	4%
	Should focus on financial incentives	1	2%
	Other	6	13%
	Total respondents	45	

Question 8.1	Options	Number of responses	% of responses
Do you own or have access to a motor vehicle for personal/commuting purposes? - Own a vehicle?	Yes	86	70%
	No	36	30%

Question 8.2	Options	Number of responses	% of responses	% relevant
If Yes how often and how far do you use it? - How often do you use your vehicle	More than six times a week	10	8%	12%
	Six times a week	11	9%	13%
	Four times a week	13	11%	15%
	Three times a week	13	11%	15%
	Twice a week	22	18%	26%
	Once a week	17	14%	20%
	Not Answered	36	30%	

Question 8.3	Options	Number of responses	% of responses	% relevant
Of those trips you make in any one 24-hour period how far is your average journey in miles - How far is your average trip	Over 10 miles	16	13%	19%
	6 - 10 miles	24	20%	28%
	3 - 6 miles	23	19%	27%
	1 - 3 miles	19	16%	22%
	Under 1 mile	4	3%	5%
	Not Answered	36	30%	

Question 9.1	Options	Number of	% of
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		responses	responses
Are you a local business owner? - Are you a local business owner?	Yes	11	9%
	No	111	91%

Question 9.2	Options	Number of responses	% of responses	% relevant
If you are a local business owner would you consider using an Electric Vehicle for your business? - Consider using an Electric Vehicle business	Yes	29	24%	66%
	No	15	12%	34%
	Not Answered	78	64%	

Question 9.3	Options	Number of responses	% of responses
If you are a local business owner would you consider using an Electric Vehicle for your business? - If no, what is the main reason for not considering using an EV for your business?	No premises	1	17%
	The battery range of EV's is too small	1	17%
	No need of a vehicle	2	33%
	The cost of EV's in too expensive	1	17%
	Other	1	17%

Question 10.1	Options	Number of responses	% of responses
Do you already own or are thinking of purchasing/leasing an EV enabled vehicle?	Own - electric	3	2%
	Own - hybrid	7	6%
	Lease - electric	3	2%
	Lease - hybrid	2	2%
	Own company - electric	0	0%
	Own company - hybrid	1	1%
	Thinking of buying - electric	28	23%
	Thinking of buying - hybrid	31	25%
	Not currently considering - electric	48	39%
Not currently considering - hybrid	45	37%	

Question 10.2	Comments	Number of responses	% of responses
If you do not currently own an EV, what has put you off purchasing / leasing an EV? - What put you off purchasing an EV	There are not enough charge points	27	22%
	The battery range of EV's is too small	12	10%
	There is not enough choice in different EV's	2	2%
	I just don't like the idea of an electric vehicle	5	4%
	The cost of EV's is too expensive	22	18%
	Not Answered	24	20%
	Other	30	25%

Question 10.3	Comments	Number of responses	% of responses
If you do not currently own an EV, what has put you off purchasing / leasing an EV? - If you answered other to the previous question, please specify the reasons in the box below:	Costs of driving	6	15%
	Support for reduction of overall vehicle numbers	5	12%
	Lacking EV technology	1	2%
	No need of a vehicle	13	32%
	Not using cars often	1	2%
	No charging points	7	17%
	No driving license	3	7%
	Environmental concerns	1	2%
	Current one is sufficient	1	2%
	No parking spaces available	1	2%
	Other	2	5%
Total respondents	41		

Question 10.4	Options	Number of responses	% of responses	% relevant
If you do not own or are thinking of owning an Electric Vehicle, would the better provision of Electric Vehicle charge points in the borough make you consider owning one? - Would additional charge points make you consider owning an EV	Yes	69	57%	66%
	No	35	29%	34%
	Not Answered	18	15%	

Question 11	Comments	Number of responses	% of responses
Do you have any other comments about Lewisham's Draft Low Emission Vehicle Strategy 2018-2022 Consultation - Other comments	Insufficient focus on alternative modes of transport (eg. walking, cycling, public transport)	13	29%
	Integration of policies	2	4%
	Existing car owners should not be penalised	5	11%
	Slow implementation targets	5	11%
	Concerns about public realm	2	4%
	Support for reduction of overall vehicle numbers	1	2%
	Environmental concerns	1	2%
	Public engagement	1	2%
	Other	15	33%
	Total respondents	45	

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