

# Expanding our electric vehicle charging network public consultation results

**Public consultation period:** 15 June 2025 - 24 August 2025

**Project owner:** BHCC EVI Team

## **Background**

The government has committed to ensuring all new cars and vans sold are electric by 2035. Switching from petrol and diesel vehicles to electric ones is a vital step to improve local air quality and reduce carbon emissions from transport. For Brighton & Hove, this means making sure residents, visitors, and businesses can easily charge their vehicles and helps our aim for the city to be carbon neutral by 2030.

We've already installed over 500 chargepoints across the city, giving us some of the best coverage outside London but we know there's more to do. Our challenge is to provide convenient charging options for everyone, especially those who park on street without off-road access. Over the next 15 years, we plan to install thousands more chargepoints to make charging easier and reduce walking distances.

We conducted this survey because your views matter. By hearing the public's experiences and ideas, it can help to shape our Electric Vehicle Charging Plan and decide where future chargepoints should go. This information will influence how Brighton & Hove supports the transition to cleaner, greener transport.

## **Methodology**

The consultation was hosted on the YourVoice platform and was promoted via the council's social media channels, public sessions in libraries where leaflets were handed out, along with specific EV events and also distributed to people who had already signed up for updates on EV infrastructure via our online council enquiry form. Emails with a link to the survey were also distributed to relevant stakeholders from our external and internal stakeholder list, to participate and share with their networks to encourage broader participation.

All people were invited to visit the council's digital engagement platform 'Your Voice' where they could access more information and be able to comment on the consultation. Respondents were also invited to 'follow' the project on Your Voice which will enable them to receive automatic updates as the project progresses onto its next phase.

The consultation was also promoted via Electric Brighton, a community initiative that

encourages the transition to Electric and Low Emission vehicles, who sent details of the consultation to their distribution list.

## **Overview**

### **Vehicle Ownership and Charging Behaviour**

- 93% of respondents have access to a vehicle, of these, 68.5% park on-street.
- 68% of vehicle owners have an EV or Plug-in Hybrid, and 90% of these use the public chargepoint network in the city.

### **Charging Priorities and Experiences**

Reliability and availability of chargepoints were consistently rated as the highest priorities, 81.2% and 75.7% respectively. Respondents also highlighted issues with non-EVs blocking dedicated charging bays, reinforcing the need for EV-only parking at charging locations.

Charging at home remains a strong preference, with 71.9% rating it as *very important* and among non-EV owners, the main barriers to EV adoption were *lack of home-charging options* (70.7%) and *insufficient on-street charging* (62.1%).

When asked about barriers to accessing a chargepoint, respondents most frequently cited:

- Chargepoints not working
- EVs and non-EVs blocking charging spaces
- Problems using the Blink app

### **Cost, Convenience and Charging Patterns**

Public charging costs were a significant concern for many participants, with 69.4% stating that current public charging prices are not fair and noting that they remain considerably higher than the cost of charging at home. Despite this, most respondents indicated a degree of flexibility in accessing charging infrastructure, with 74.1% willing to walk up to five minutes to reach a chargepoint. Preferences regarding chargepoint power output were also relatively balanced, with respondents showing similar levels of interest in rapid chargers (33.1%) and slow lamp column chargers (32.5%).

When considering how they prefer to use their time while charging, respondents identified a range of typical activities. The most common was overnight charging (40%), followed by completing daily tasks at home (30.3%). A further 23% said they would typically choose to eat or drink while their vehicle is charging, reflecting the diversity of charging behaviours and the need for infrastructure that supports different charging patterns.

## Interest in Cross-Pavement Solutions

Finally, 53.5% of respondents expressed interest in using cross-pavement gullies to facilitate home charging. Of those, 69.5% said they would be willing to share their chargepoint with others if reimbursed.

## Headlines

- 505 people responded to the survey, with 91.7% of respondents being residents of Brighton & Hove.
- 93% of respondents have access to a vehicle with 68.5% of those parking on-street.
- 68% of those with a vehicle have an EV or Plug-in hybrid, with 90% of the EV/Plug In Hybrid owners using the public chargepoints in the city.
- Reliability and availability of the chargepoints rated highest when it came to priorities, 81.2% & 75.7% respectively, with mentions of the need for dedicated EV only bays due to chargepoints being blocked by non-EVs.
- 71.9% rated being able to charge at home very important.
- Access to a chargepoint saw, 'It not working', 'EV and no-EVs blocking spaces' and 'the Blink app not working' as the main issues encountered when trying to charge.
- Overall the current Blink charging network received an average rating of 2.8 out of 5.
- 69.4% of respondents asked about the cost of public charging said it is not fair. Comments mention that charging at public chargepoints is more expensive than home charging.
- 74.1% are willing to walk 5 mins or under to access a chargepoint
- The power of chargepoint output people want to see was reasonably even with Rapids receiving 33.1% and slow lamp column chargers 32.5% of the vote.
- We asked what people wanted to do while charging - top 3 choices: Overnight Charging (40%), Daily tasks at home (30.3%), Eat/Drink (23%).
- EV Adoption barriers for non-EV owners saw 'No home charging' (70.7%) and 'Insufficient on-street charging' (62.1%) top the list of blockers.
- 53.5% of those asked confirmed they would be interested in using cross-pavement gullies, with 69.5% of those respondents willing to share their chargepoints if re-imbursed.

# CONSULTATION HEADLINES

**505**  
respondents

**91.7%** of respondents are Brighton & Hove residents

## VEHICLE OWNERSHIP AND CHARGING BEHAVIOUR

**83%** have access to a vehicle



68 % park on-street

**68%** have an EV or plug-in hybrid  
90% of these use public charging



## CHARGING PRIORITIES AND EXPERIENCES

**★ 81.2%** reliability of chargepoints

**🔌 75.7%** availability of chargepoints

Barriers cited:

- › Chargepoints not working
- › EVs and non-EVs blocking charging spaces
- › Problems using the Blink app

**70.7% Lack of home charging options**

**62.1% Insufficient on-street charging**

Charging activities:

- 40% overnight charging
- 30% doing tasks at home
- 23% eating or drinking while charging

## COST, CONVENIENCE AND CHARGING PATTERNS

**💰 69.4%** say public charging costs are not fair



**33%** use rapid charging



**🚶 74%** will walk up to five minutes to charge



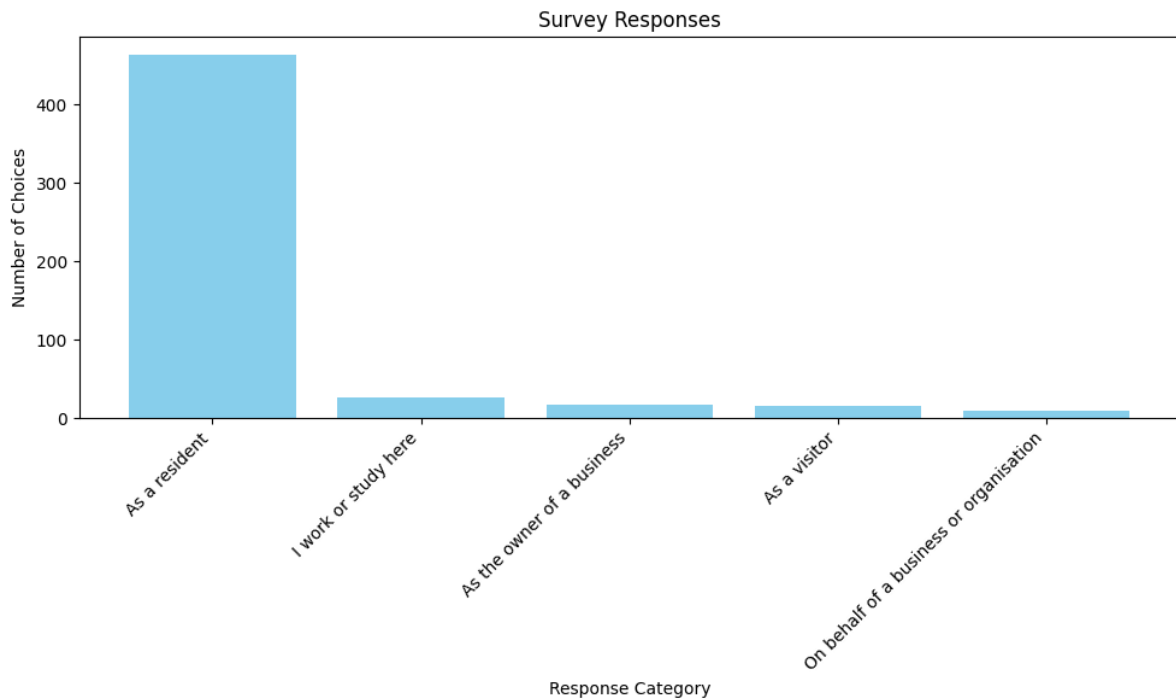
**32%** use lamp columns

## Survey Results

505 valid responses were received. Please note that not all participants answered every question. Depending on responses, participants were routed to the next relevant question. The total response for each question is noted.

### About You

**How are you responding to this survey?** *All respondents were asked this question*  
(505 responses)

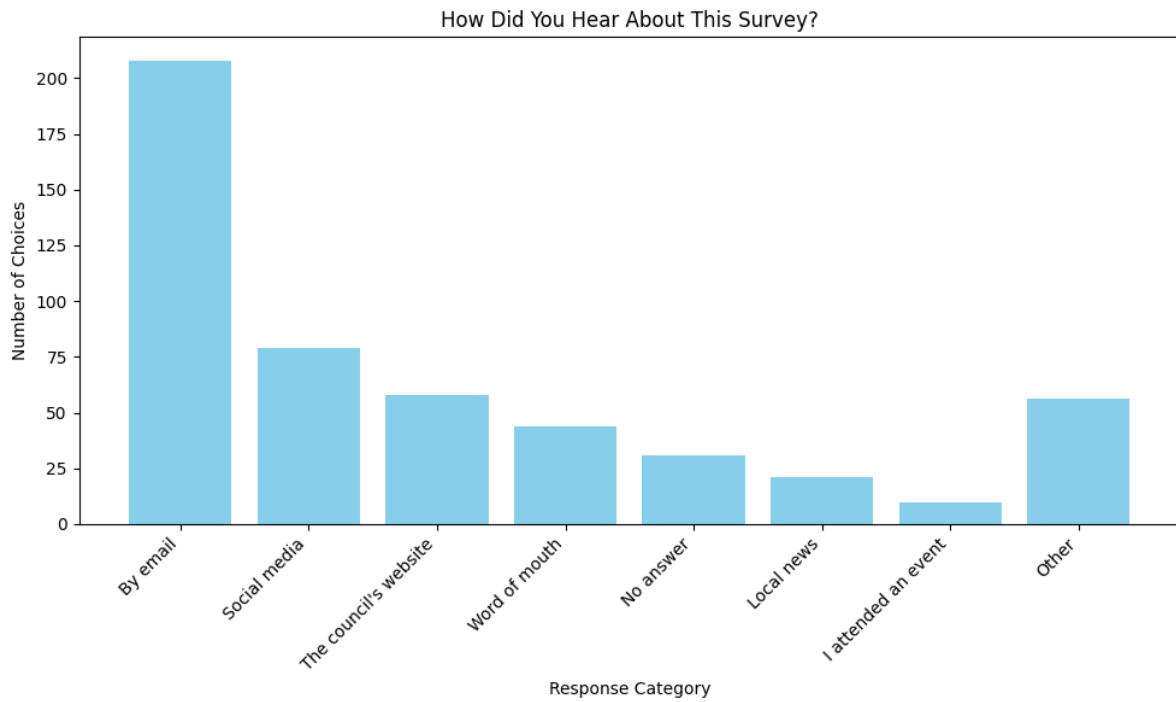


Survey Responses	Total
As a resident	91.7% (463 choices)
I work or study here	5.3% (27 choices)
As the owner of a business	3.4% (17 choices)
As a visitor	3.2% (16 choices)
On behalf of a business or organisation	2% (10 choices)

**How did you hear about this survey?** *All respondents were asked this question*

*Multiple choice*

(474 responses)



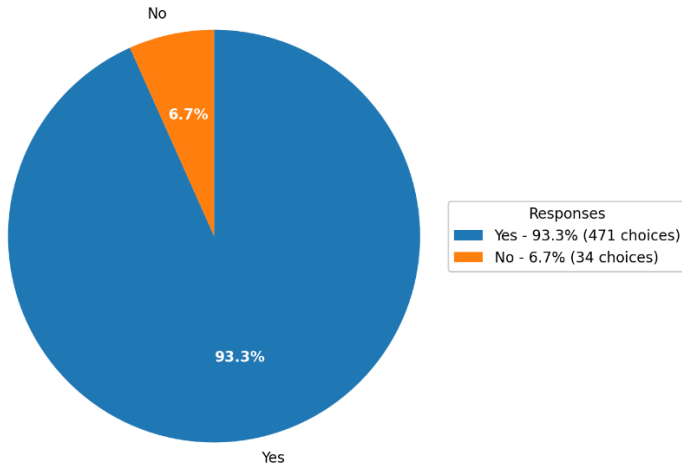
How did you hear?	Total
By email	41.2% (208 choices)
Social media	15.6% (79 choices)
The council's website	11.5% (58 choices)
Word of mouth	8.7% (44 choices)
No answer	6.1% (31 choices)
Local news	4.2% (21 choices)
I attended an event	2% (10 choices)
Other	11.1% (56 choices)

About your vehicle

**Do you own or have access to a vehicle?** *All respondents were asked this question*

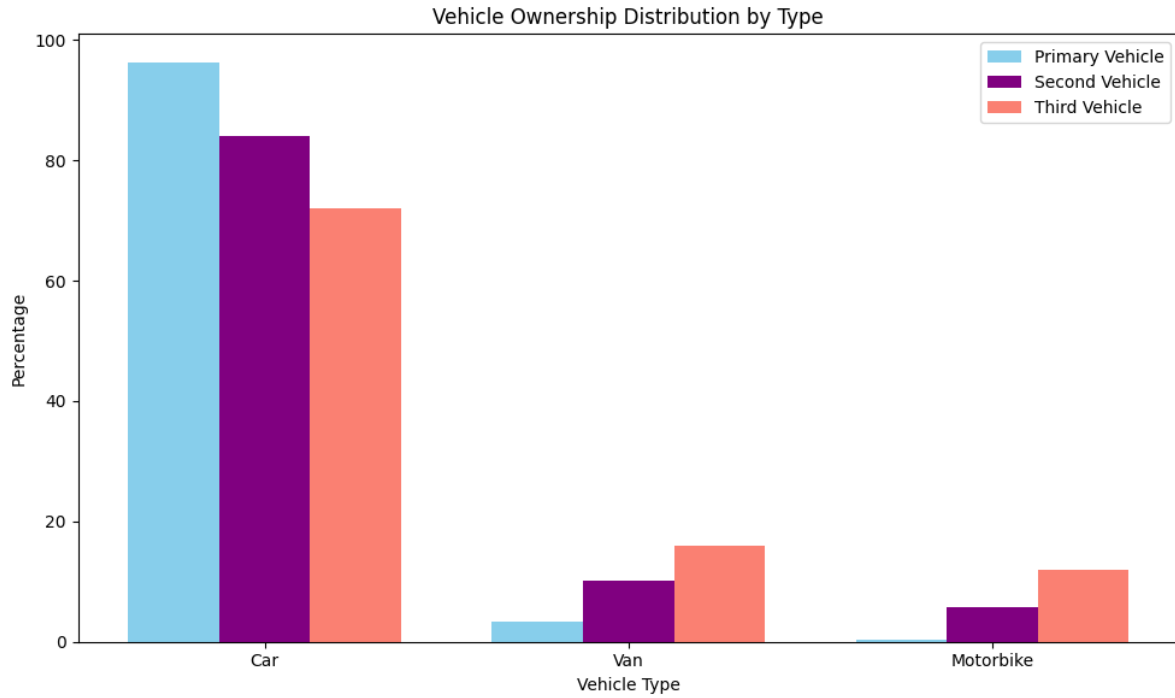
(505 responses)

Do you own or have access to a vehicle?



Own a vehicle	Total
Yes	93.3% (471 choices)
No	6.7% (34 choices)

**How many vehicles do you own or have access to?** *Respondents who indicated they owned or had access to a vehicle were asked this question.*  
(473 responses)

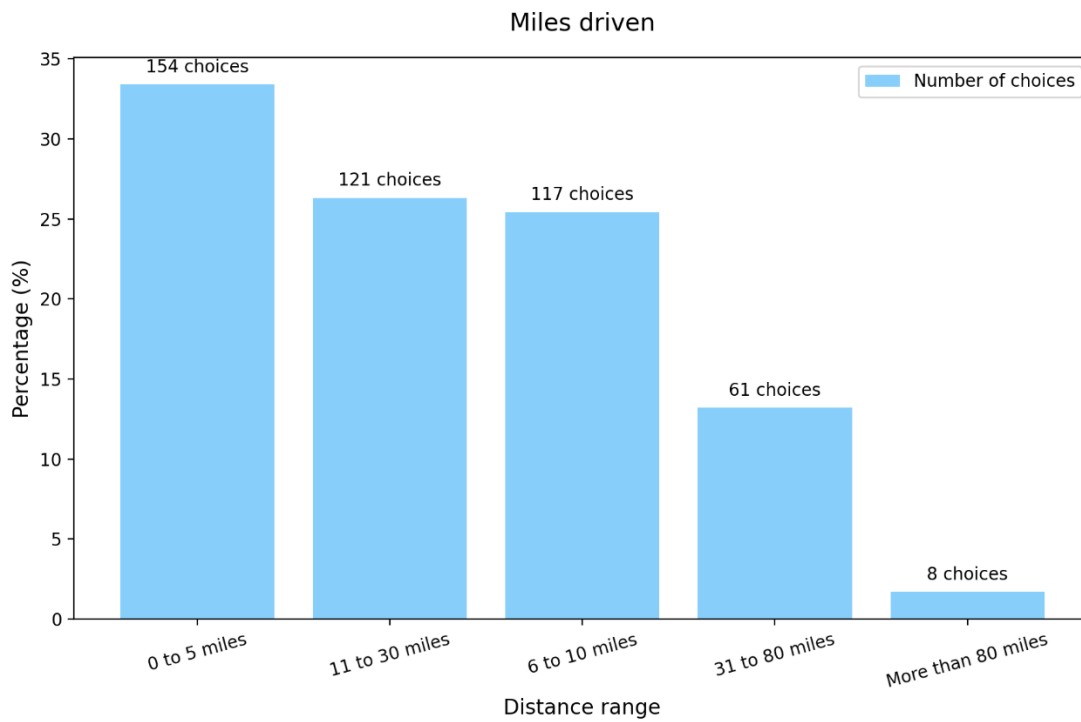


Vehicle Type	Primary Vehicle	Second Vehicle	Third Vehicle
Car	96.19%	84.06%	72%
Van	3.39%	10.14%	16%
Motorbike	0.42%	5.80%	12%

**How many miles do you drive your primary vehicle on a typical day?**

*Respondents who indicated they owned or had access to a vehicle were asked this question.*

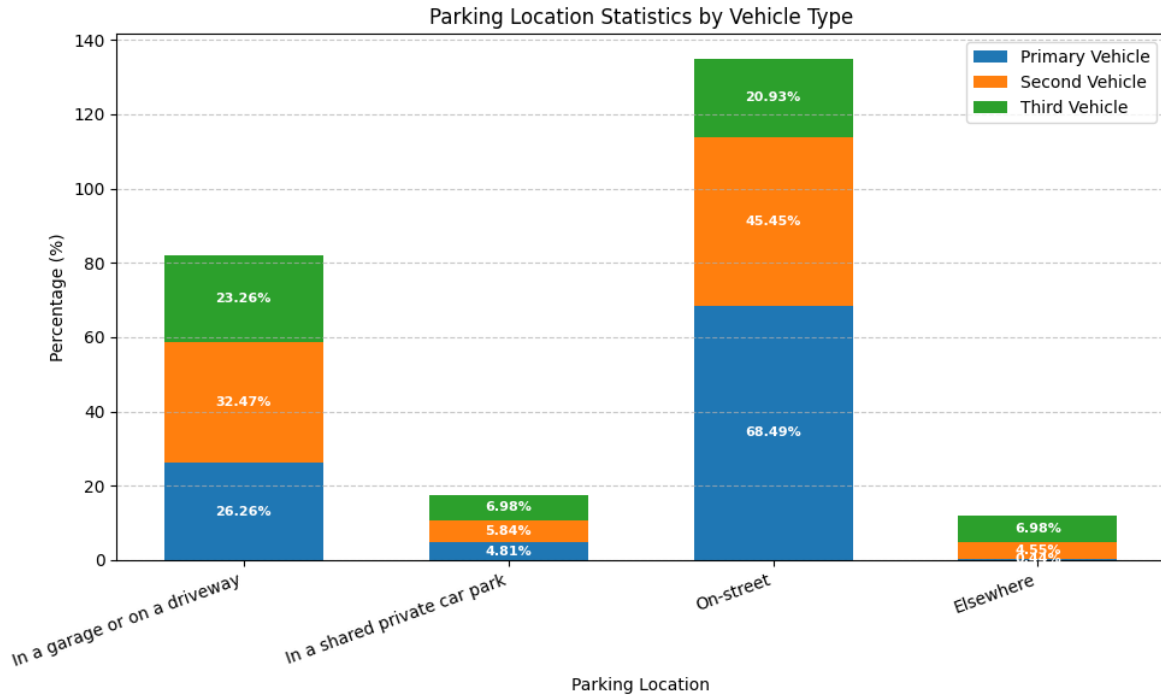
(461 responses)



Miles driven	Total
0 to 5 miles	33.4% (154 choices)
11 to 30 miles	26.3% (121 choices)
6 to 10 miles	25.4% (117 choices)
31 to 80 miles	13.2% (61 choices)
More than 80 miles	1.7% (8 choices)

### Parking your vehicle

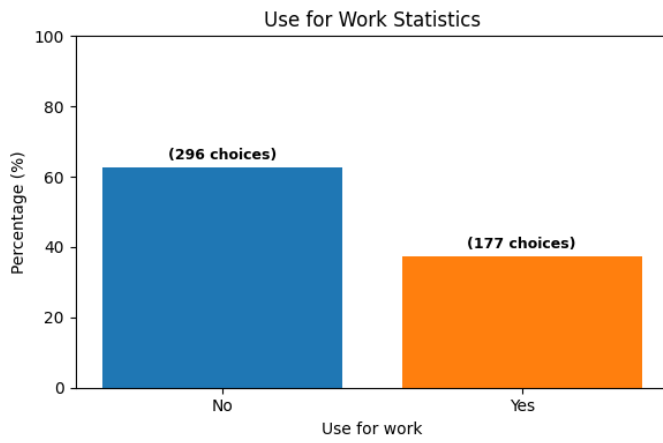
**Where do you usually park your vehicles when you're at home?** *Respondents who indicated they owned or had access to a vehicle were asked this question.*  
(457 responses)



Parking Location	Primary Vehicle	Second Vehicle	Third Vehicle
In a garage or on a driveway	26.26%	32.47%	23.26%
In a shared private car park	4.81%	5.84%	6.98%
On-street	68.49%	45.45%	20.93%
Elsewhere	0.44%	4.55%	6.98%

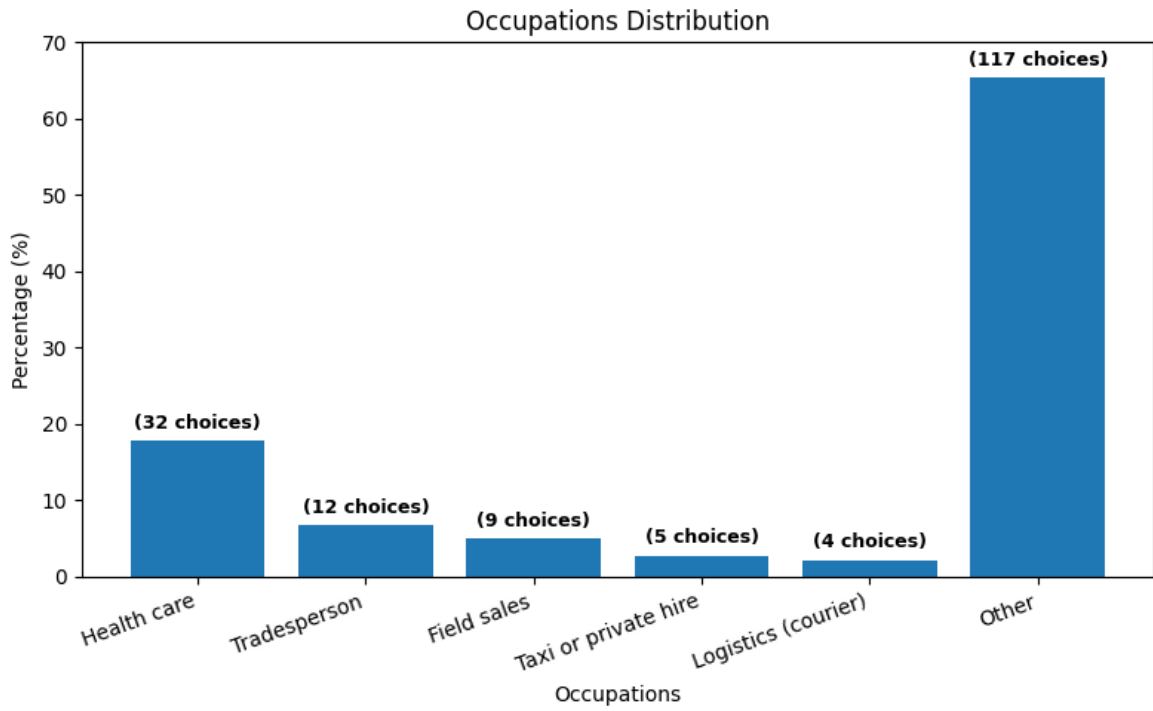
Using your vehicle for work

**Do you use any of your vehicles for work?** Respondents who indicated they owned or had access to a vehicle were asked this question.  
(473 response)



Use for work	Total
No	62.6% (296 choices)
Yes	37.4% (177 choices)

**What do you do for work?** Respondents who indicated they used their vehicle for work were asked this question.  
 (179 responses)



Occupations	Total
Health care	17.9% (32 choices)
Tradesperson	6.7% (12 choices)
Field sales	5.0% (9 choices)
Taxi or private hire	2.8% (5 choices)
Logistics (courier)	2.2% (4 choices)
Other	65.4% (117 choices)

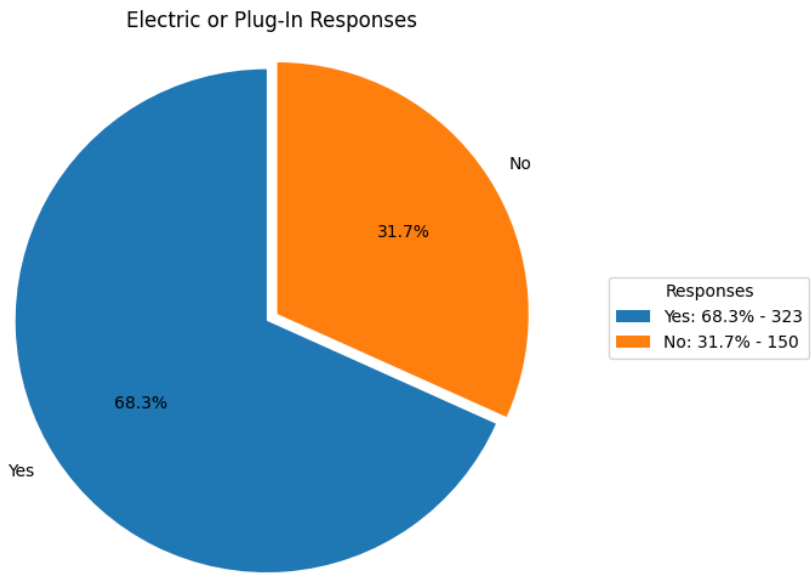
**Comments added alongside the 'Other' option:**

Category	Occupations	Count
Various	Self employed, Events and PR, Commuting x 6, Enterprise Car Club, Run an affordable food scheme, Field work in South East, office, Food safety, Property owner, Ecologist & Opthamologist, National park manager, Entertainment, , Travel to meetings x 4, Design, Housing officer, Wedding chauffeur, Highway inspector, Cabin crew, Retail and workshop, Freelance, I.T, Construction admin, Marketing manager, Professional services, Ecologist, Marketing manager, Scientific research, Professional, Freelance book pickups and roleplay	36
Business/Management	Charity Director, Business owner, Company Manager, Director, Managing Director of an ecological consultancy, shop owner, Demand planner, National accounts manager, Business owner, Director, IT Director, Own Business, Company Director, Retail director	14
IT/Technology	Designer - visiting suppliers/clients, Going to meetings with Clients, POS support, Southern Water for travelling to treatment sites, IT Support and Design, IT Architecture, Multi-site visits, Traveling between sites, IT MANAGER, Drone roof surveys and security observations, attending sites	11
Local Government	Local Government x 5, Council, Commissioning Officer for BHCC, Local authorities, civil servant, BHCC Adult Social Care, Council officer visiting properties	11
Engineering	Engineer x 2, Test engineer, Engineer / Consultant, Electrical engineer, Technical director, Senior Electrical Engineer, Design engineer x 2	9
Education	Teacher x 3, Maintenance, Porterage, Catering, Educational professional x 2, Yoga teacher	7
Consultancy	Consultant x 4, Freelance Consultant, Leadership consultant, Executive coach	7
Creative/Media	Videographer, Creative Director in the advertising industry, Photographer, Freelancer in Film and TV industry, musician, Television production	6
Legal/Finance	Legal, Finance Director, Financial Adviser, Finance, Lawyer	5
Health/Social Care	Social Care, Independent Social Worker, Health Care	3

Respondents come from a wide range of professional backgrounds, including local government, consultancy, engineering, education, health and social care, property, business ownership, and technical roles. This highlights the importance of an expanded and accessible electric vehicle charging network to support a diverse workforce with varying travel demands.

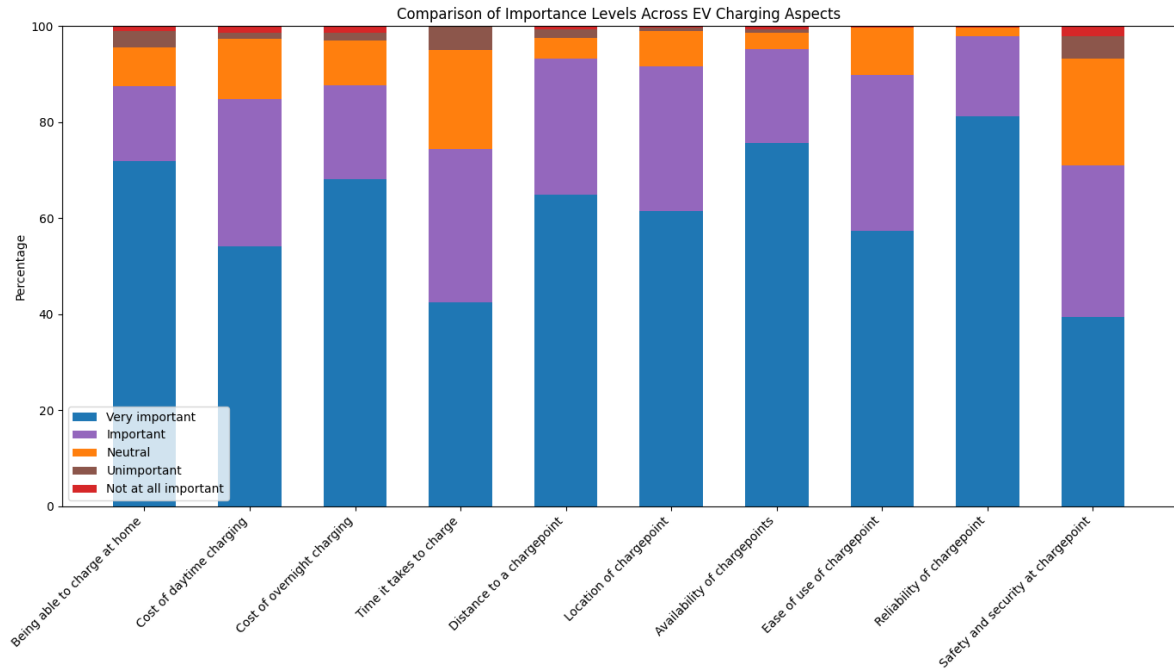
Types of vehicles

**Are any of your vehicles electric or plug-in hybrid?** *All respondents who indicated they had a vehicle where asked this question*  
 (473 responses)



Electric or Plug-In	Total
Yes	68.3% (323 choices)
No	31.7% (150 choices)

**When thinking about charging your vehicle, how important are the following?**  
*All respondents who indicated they had an electric vehicle or plug-in hybrid were asked this question.*  
 (323 responses)



Factor	Very Important	Important	Neutral	Unimportant	Not at all Important
Being able to charge at home	71.9%	15.6%	8.0%	3.5%	1.0%
The cost of daytime charging	54.2%	30.5%	12.7%	1.3%	1.3%
The cost of overnight charging	68.1%	19.5%	9.5%	1.6%	1.3%
The time it takes to charge	42.4%	32.0%	20.5%	5.1%	0%
Distance to a chargepoint	64.9%	28.4%	4.4%	1.7%	0.7%
Location of chargepoint	61.5%	30.2%	7.3%	0.7%	0.4%
Availability of chargepoints	75.7%	19.5%	3.4%	0.7%	0.7%
Ease of use of the chargepoint	57.4%	32.4%	9.9%	0%	0.4%
Reliability of the chargepoint	81.2%	16.7%	1.7%	0%	0.4%

Safety and security at the chargepoint	39.4%	31.6%	22.3%	4.6%	2.1%
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Responses above highlight that EV users place the highest importance on chargepoint reliability, availability, and the ability to charge at home, with cost and convenience also playing key roles in shaping charging preferences.

**If there is another aspect of vehicle charging that is important to you, please tell us more about this?** *All respondents who indicated they had an electric vehicle or plug-in hybrid were asked this question*

Respondents filled in this section with free text comments. Verbatim comments below:

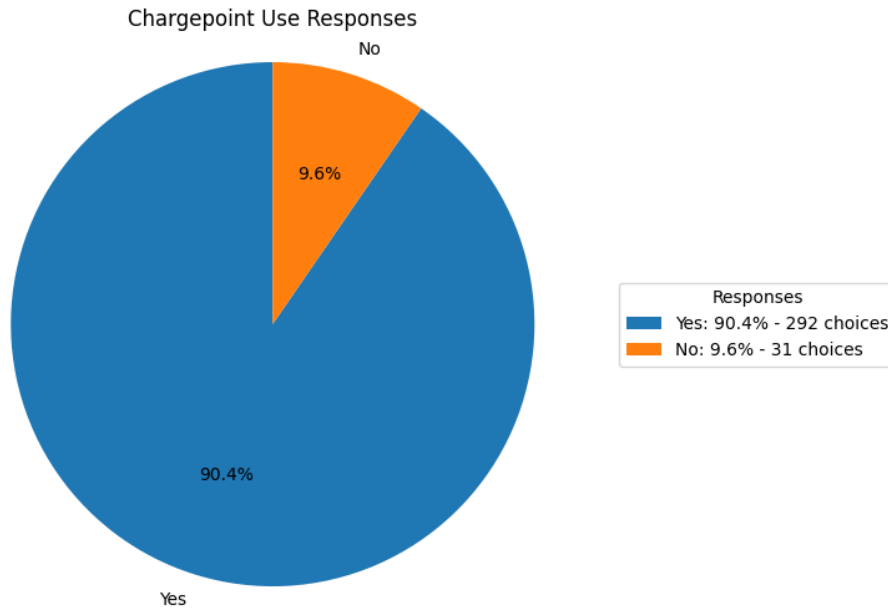
Theme	Feedback	Count
App Usability	Whether you can use it via octopus Electroverse, or whether you need a separate app for each CPO   That the app actually works	2
Availability	It would be great to have more lamp post chargers in the streets so charging is possible overnight. There is a EV lamp charging point in my street but unfortunately 90 % of the time it has a non EV car parked in it. I am aware that the council are planning to install more which is great.   More chargers in Hangleton   Charging points completely lacking in my street despite requesting. This is very disappointing and frustrating   There are hardly any charge point for use in Coldean, seems like this suburb had been forgotten again, no where to speed charge and only 1 lamppost point that has no marked bay so has fuel cars in 24 hrs	4
Bay Access	Ensuring that none EV's are ticketed in charging bays.   EV charging bays should be marked for EV use only; currently, Brighton & Hove council has created many shared EV charging + resident bays, which means residents without EVs take the space, thereby reducing the number of useable chargers. This is illogical and frustrates the EV user, making them less likely to advocate for other people to adopt EVs.   Dedicated available spaces   That the space for charging isn't blocked by non-charging cars   On street charge points not being blocked by non-electric vehicles   very frustrating when all chargers have non EVs blocking the bays because they're not reserved	6
Cost	Overnight charging rates - in Shoreham you can charge for about half the cost by charging in overnight.   Cost of charging and being able to access the charger when I need	6

	<p>it (my nearest is usually occupied)   Cost   Price   I think the VAT that is charged on public chargers, should be scrapped (Christopher Chope MP's private members' bill)   I live in a flat so I cannot charge from my household electrical supply. I would particularly like access to an over-night slow charger. We are very heavily penalized living in a flat because the cost of on street charging is so high, the system is too biased toward home owners that can take advantage of cheap overnight charging</p>	
Home Charging	<p>Cross pavement charging / cable gully   Ability to charge at home, cross-pavement   Being able to charge from home electricity supply for a cheap price.   I have an EV charger at home which is very cheap to run overnight, but often can't use it because of on-street parking. A Kerbocharge channel in the pavement would be very helpful to run the cable over the pavement safely   Want to be able to have a charge point in my house and run cable across pavement to car parked on street outside   Living in Brighton I would hope only to need to charge at home which is most convenient and cheapest rather than at a public charge point   Cost is my primary concern. If I had a driveway it would be 7p per kWh. I am forced to use Blink at a minimum of 54p per kWh. i.e. 700% penalty for not having a driveway and fuel as expensive as diesel   The cost of charging a vehicle without a home charging point, is more expensive than running a petrol vehicle. My employer has an all electric lease vehicle policy. We are trained in their use and without a home charger a petrol car is cheaper. Also, you cannot put an electric charge point on a council property.   Charging at home   As a hybrid owner, we acutely aware that petrol is 15p a KWH and the public charging grid is 50p KWH. It has to be cheaper to use electricity more. Also residents should get free parking when charging all over town. Also there needs to be some protocol that allows people to charge in front of their own homes. Electric resident priority places for example.</p>	10
Reliability	<p>I want them to work 1st time without having to call Blink, who never answer the phone straightaway. RFID cards are the most convenient, not the app. The app is a hassle and normally the charger does not work   allocated EV parking, reliability, app, VAT   Reliable available local charging points   Having reliable assistance when Blink app doesn't function or there is a fault at the charging point   I really dislike using blink as it's often impossible to charge. the stations are broken or the app doesn't work or the service team are uses less.   Reliability of chargers - so many do not work when you get to them and this leaves you without charge and having to go to a less convenient location to charge</p>	6

Other	Something to do whilst charging   Easy Access is most important	2
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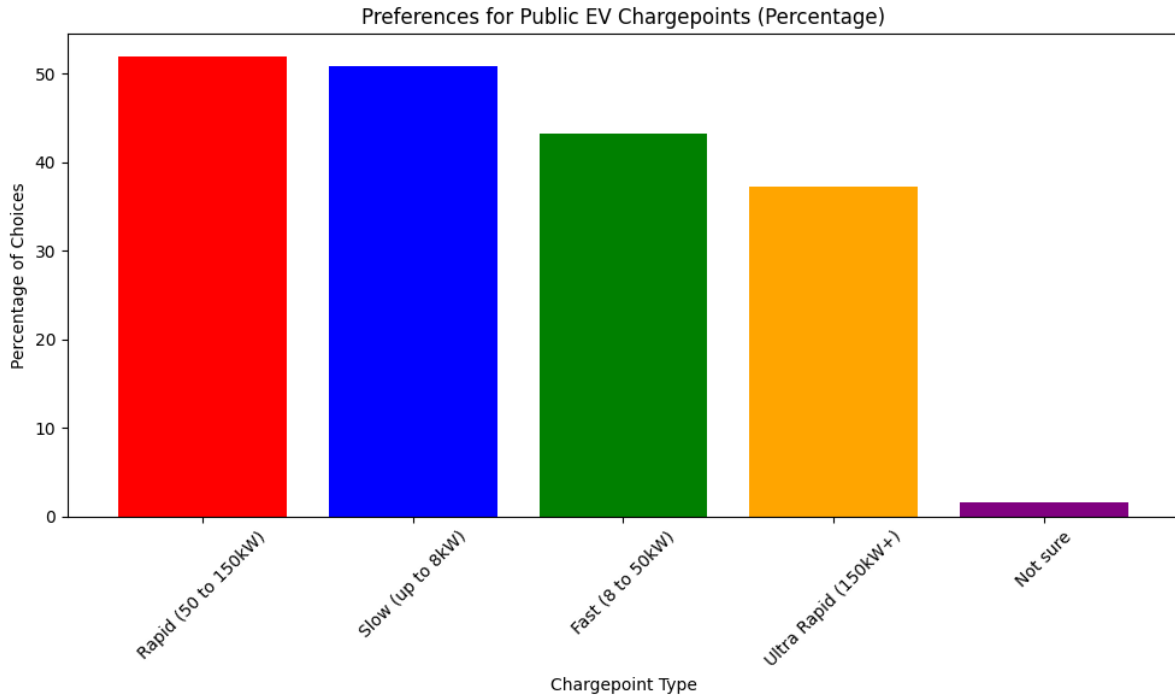
## Charging your vehicle

**Do you ever use a public chargepoint?** *All respondents who indicated they had an electric vehicle or plug-in hybrid were asked this question.*  
(323 responses)



Chargepoint Use	Total
Yes	90.4% (292 choices)
No	9.6% (31 choices)

**What type of public chargepoint would you be more likely to use?** *All respondents who indicated they had an electric vehicle or plug-in hybrid were asked this question.*  
**Multiple choice**  
 (321 responses)

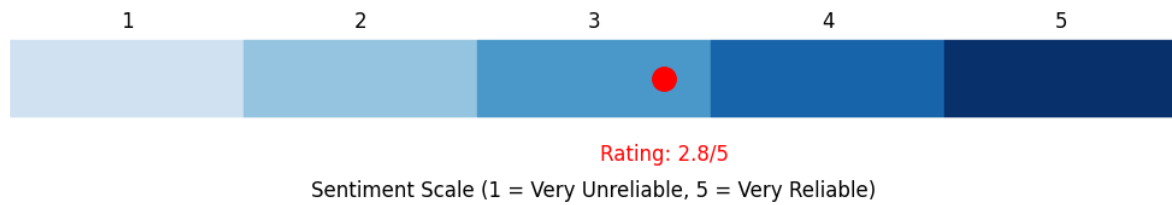


Chargepoint Type Use	Total
Rapid (50 to 150kW)	33.1% (167 choices)
Slow (up to 8kW)	32.5% (164 choices)
Fast (8 to 50kW)	27.5% (139 choices)
Ultra Rapid (150kW+)	23.8% (120 choices)
Not sure	1% (5 choices)

**How reliable have you found public on-street chargepoints in Brighton & Hove to be?** *All respondents who indicated they had an electric vehicle or plug-in hybrid were asked this question.*

(285 responses)

### Reliability of Public On-Street Chargepoints in Brighton & Hove

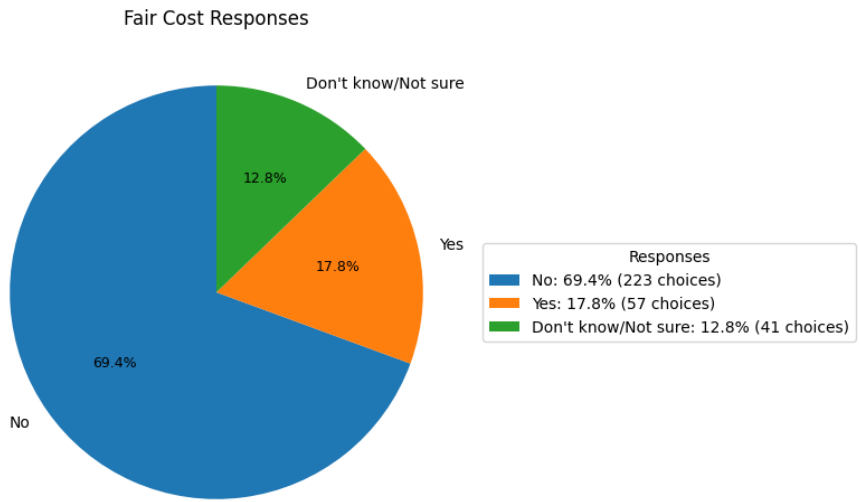


Participants gave an average score of 2.8 out of 5 for reliability of the current charging network run by Blink Charging.

Score	Comment	% selected
1	Not very reliable	14%
2	Unreliable	28%
3	It's fine	28%
4	Fairly reliable	24%
5	Very reliable	5%

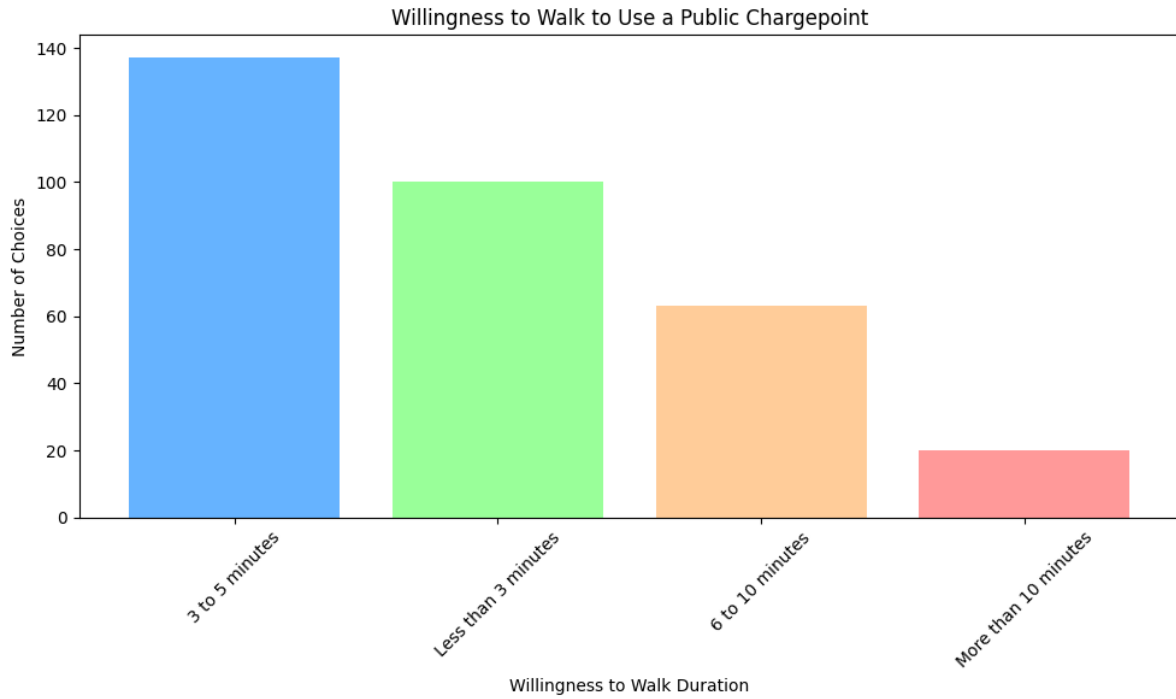
Verbatim comments can be found in the attached document - [EV Survey Appendix - How reliable have you found public on-street chargepoints in Brighton and Hove to be](#)

**Do you think the cost of using public chargepoints is fair?** *All respondents who indicated they had an electric vehicle or plug-in hybrid were asked this question.*  
 (321 responses)



Fair cost	Total
No	69.4% (223 choices)
Yes	17.8% (57 choices)
Don't know/ not sure	12.8% (41 choices)

**How long would you be willing to walk to use a public chargepoint?** *All respondents who indicated they had an electric vehicle or plug-in hybrid were asked this question.*  
 (320 responses)

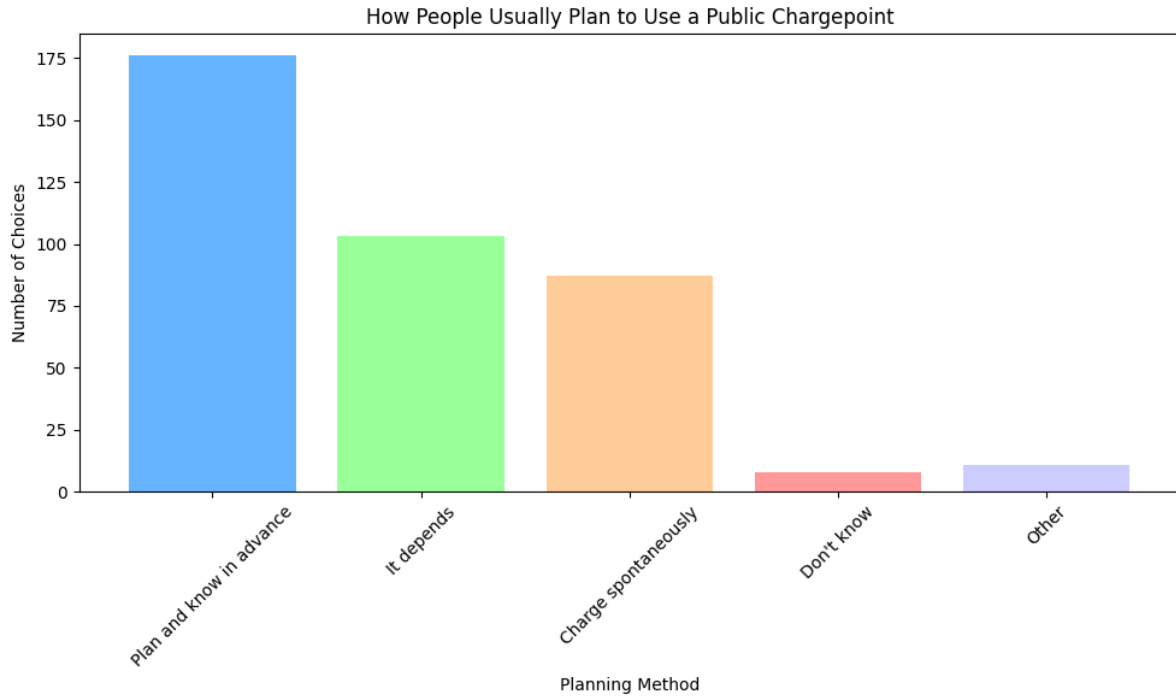


Walking distance	Total
3 to 5 minutes	42.8% (137 choices)
Less than 3 minutes	31.3% (100 choices)
6 to 10 minutes	19.6% (63 choices)
more than 10 minutes	6.3% (20 choices)

**How do you usually plan to use a public chargepoint?** All respondents who indicated they had an electric vehicle or plug-in hybrid were asked this question.

*Multiple choice*

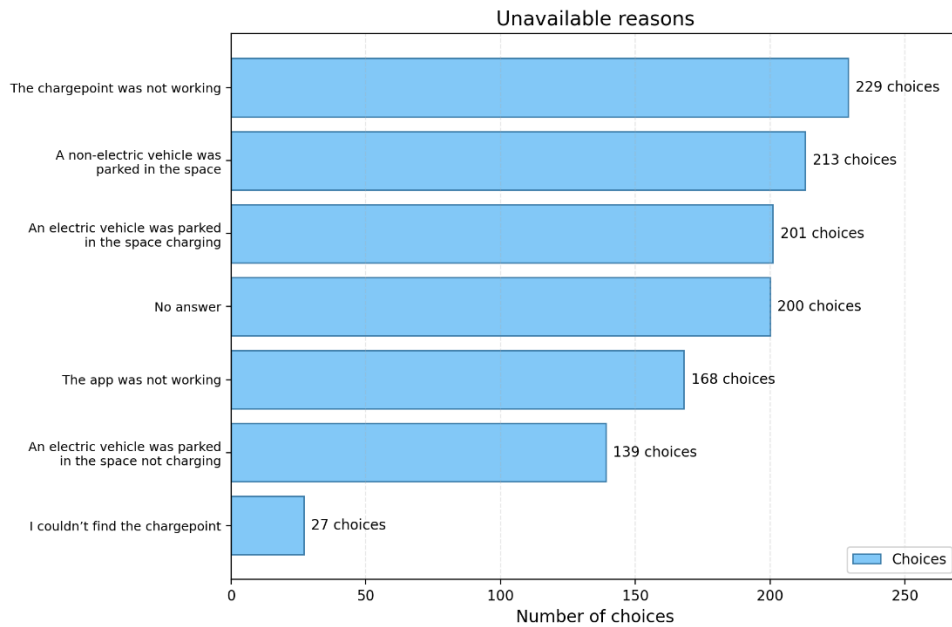
(318 responses)



Plan	Total
I plan and know in advance where I am going to charge	34.9% (176 choices)
It depends	20.4% (103 choices)
I charge spontaneously and locate a chargepoint when needed	17.2% (87 choices)
Don't know	1.6% (8 choices)
Other	2.2% (11 choices)

**If you've ever found you couldn't access a chargepoint, which of the following apply?** All respondents who indicated they had an electric vehicle or plug-in hybrid were asked this question.

*Multiple choice*  
(305 responses)

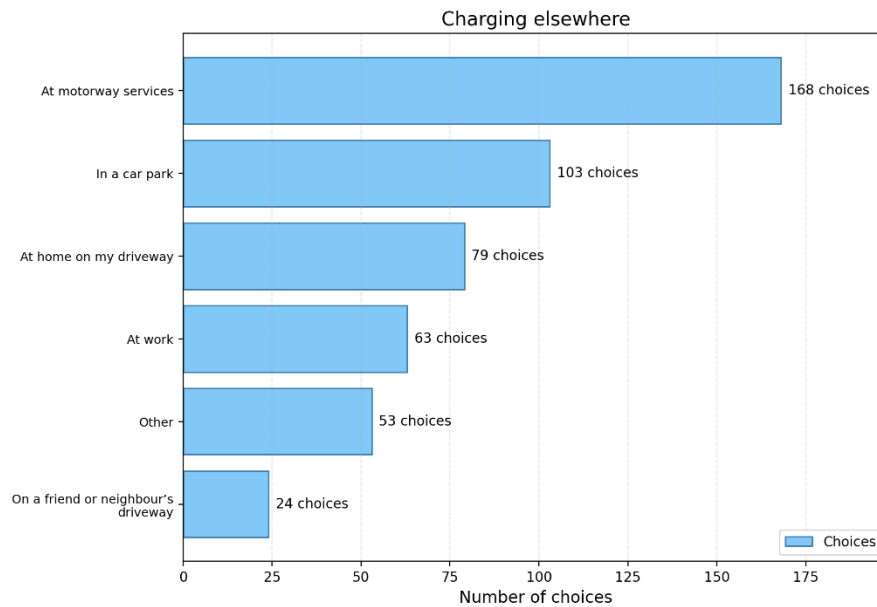


Unavailable reasons	Total
The chargepoint was not working	45.3% (229 choices)
A non-electric vehicle was parked in the space	42.2% (213 choices)
An electric vehicle was parked in the space charging	39.8% (201 choices)
No answer	39.6% (200 choices)
The app was not working	33.3% (168 choices)
An electric vehicle was parked in the space not charging	27.5% (139 choices)
I couldn't find the chargepoint	5.3% (27 choices)

**Where else do you charge your vehicle?** *All respondents who indicated they had an electric vehicle or plug-in hybrid were asked this question.*

*Multiple choice*

(296 responses)

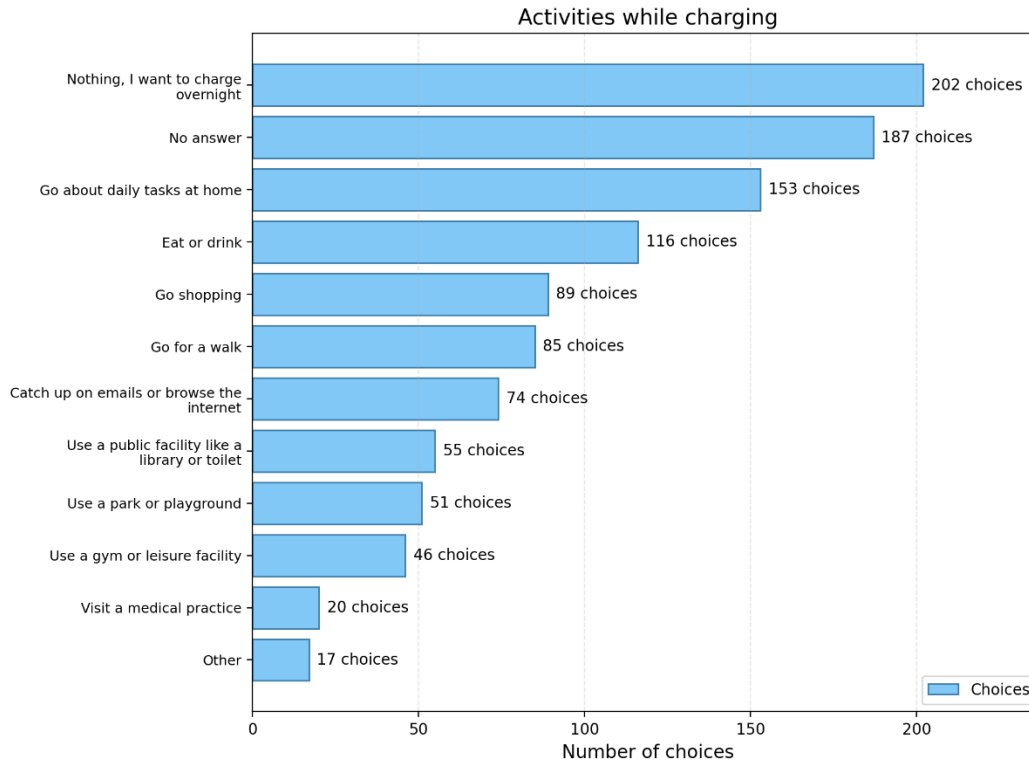


Charging elsewhere	Total
At motorway services	56.7% (168 choices)
In a car park	34.8% (103 choices)
At home on my driveway	26.7% (79 choices)
At work	21.3% (63 choices)
On a friend or neighbour's driveway	8.1% (24 choices)
Other	17.9% (53 choices)

## Activities while charging

**What do you ideally want to do while charging your electric vehicle?** *All respondents who indicated they had an electric vehicle or plug-in hybrid were asked this question.*

*Multiple choice  
(318 responses)*



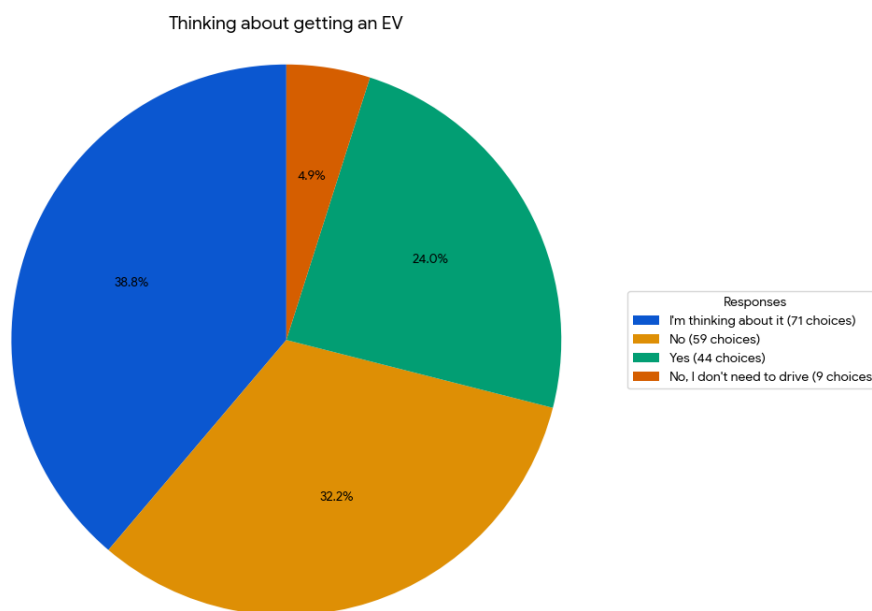
Activities while charging	Total
Nothing, I want to charge overnight	40% (202 choices)
No answer	37% (187 choices)
Go about daily tasks at home	30.3% (153 choices)
Eat or drink	23% (116 choices)
Go shopping	17.6% (89 choices)
Go for a walk	16.8% (85 choices)
Catch up on emails or browse the internet	14.7% (74 choices)
Use a public facility like a library or toilet	10.9% (55 choices)
Use a park or playground	10.1% (51 choices)
Use a gym or leisure facility	9.1% (46 choices)

Visit a medical practice	4% (20 choices)
Other	3.4% (17 choices)

The majority of participants indicate they prefer to charge their vehicle overnight, while many others would like to continue with daily tasks at home during charging. People also expressed interest in combining charging with activities such as eating or drinking, shopping and walking.

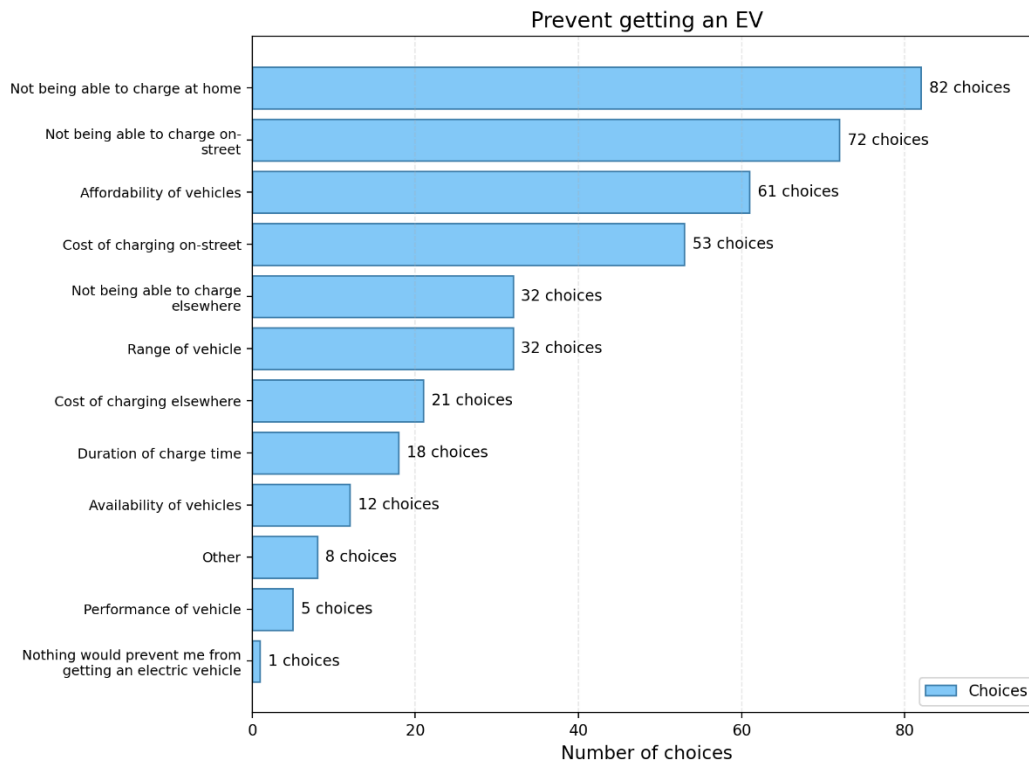
### Switching to an electric vehicle

**Are you thinking about getting an electric vehicle?** *All respondents who indicated they did not own an electric vehicle earlier in the survey were asked this question*  
(183 responses)



Getting an EV	Total
I'm thinking about it	38.8% (71 choices)
No	32.2% (59 choices)
Yes	24.0% (44 choices)
No, I don't need to drive	5% (9 choices)

**What might prevent you from switching to an electric vehicle?** *All respondents who answered yes or that they were thinking about getting an electric vehicle were asked this question.*  
**Multiple choice**  
*(116 responses)*



Prevent getting an EV	Total
Not being able to charge at home	70.7% (82 choices)
Not being able to charge on-street	62.1% (72 choices)
Affordability of vehicles	52.6% (61 choices)
Cost of charging on-street	45.7% (53 choices)
Not being able to charge elsewhere	27.6% (32 choices)
Range of vehicle	27.6% (32 choices)
Cost of charging elsewhere	18.1% (21 choices)
Duration of charge time	15.5% (18 choices)
Availability of vehicles	10.3% (12 choices)
Performance of vehicle	4.3% (5 choices)
Nothing would prevent me from getting an electric vehicle	0.9% (1 choice)
Other	6.9% (8 choices)

The most common concerns preventing residents from switching to an electric vehicle are the lack of home charging options and limited on-street charging availability. Over half of respondents also cited the affordability of vehicles as a barrier, while costs associated with on-street charging were a concern.

#### Expanding the charging network

**If you have any thoughts or suggestions about the number of chargepoints being installed, could you please share them with us?** *All respondents who answered yes or that they were thinking about getting an electric vehicle were asked this question*

Verbatim comments can be found in the attached document [Thoughts or suggestions about the number of chargepoints being installed - verbatim comments](#)

**Please use the map to tell us where you think we should locate chargepoints**

*All respondents who answered yes or that they were thinking about getting an electric vehicle were asked this question*

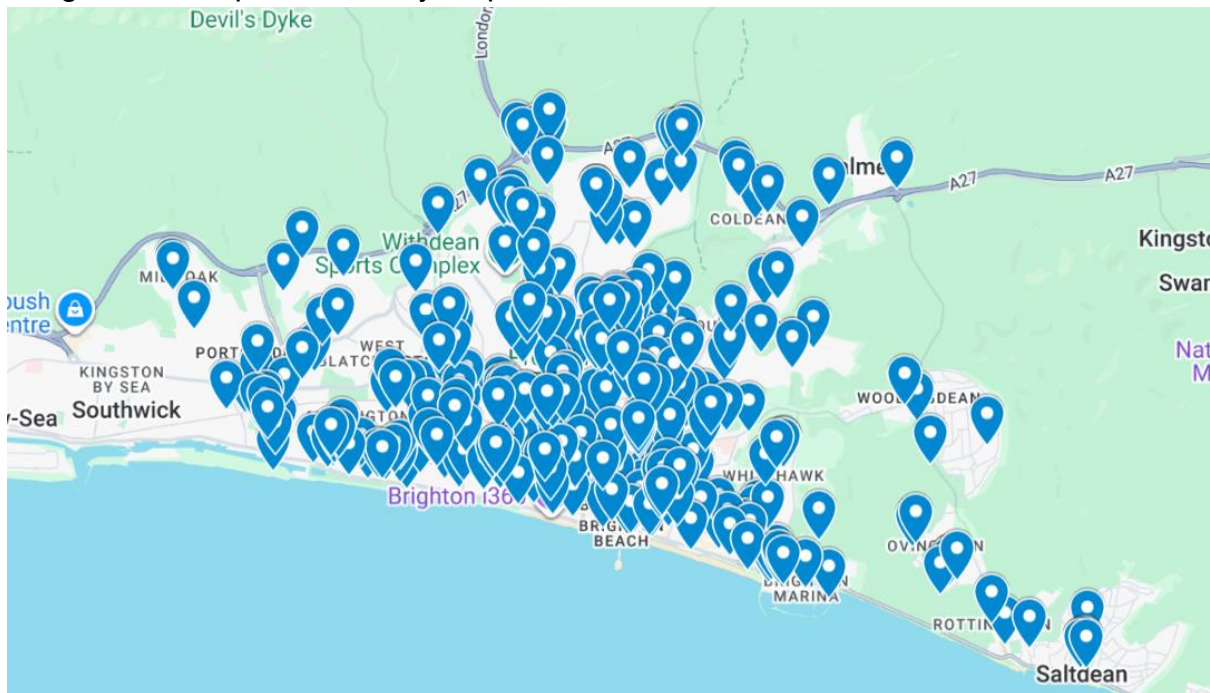
We provided you with the opportunity to drop pins on the map of Brighton & Hove as way of suggesting locations for chargepoints to be installed. We had a total of 373 pins added and a further 177 manually typed locations.

The locations identified have been shared with our CPOs, alongside our live resident request list. These locations will now undergo a detailed review by the CPOs to assess their viability for deployment.

The locations provided span across Brighton & Hove, reaching from Portslade in the west to Saltdean in the east, and extending northwards to Coldean and Patcham.

We sincerely appreciate this valuable input as we work to ensure our EV infrastructure meets the diverse needs of communities throughout the city.

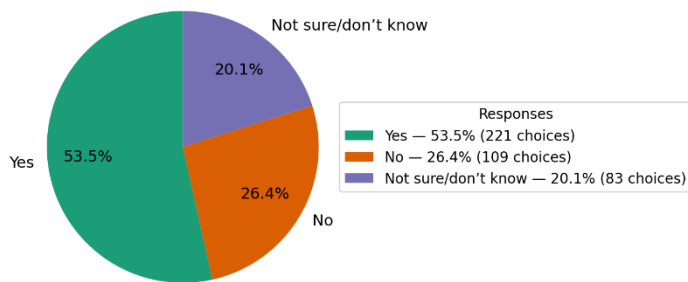
Image of all the pins added by respondents



**Would you be interested in using a cross-pavement charging gully to charge your vehicle outside your home?** *All respondents who confirmed they had an EV, plug in hybrid or answered yes or that they were thinking about getting an electric vehicle were asked this question*

(413 responses)

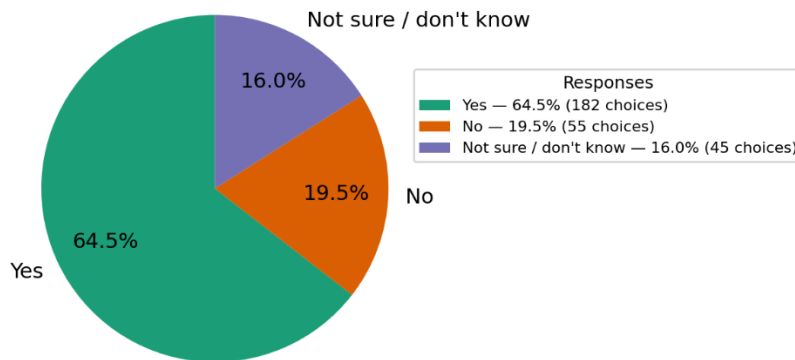
Using cross-pavement charging



Using cross-pavement charging	Total
Yes	53.5% (221 choices)
No	26.4% (109 choices)
Not sure/don't know	20.1% (83 choices)

**Would you support the installation of cross-pavement charging gullies in Brighton & Hove?** Respondents who answered no or no, I don't need to drive, to the question 'Are you thinking about getting an electric vehicle' AND respondents who answered not sure/don't know to being interested in using a charging gully were asked this question. (282 responses)

Supporting cross-pavement charging



Supporting cross-pavement charging	Total
Yes	64.5% (182 choices)
No	19.5% (55 choices)
Not sure / don't know	16.0% (45 choices)

**Do you have any other comments about cross-pavement charging gullies?**

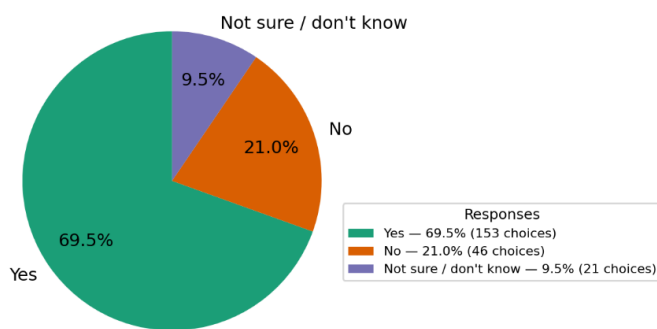
Respondents who answered no or no, I don't need to drive, to the question 'Are you thinking about getting an electric vehicle' AND respondents who answered not sure/don't know to being interested in using a charging gully above, were asked this question.

Verbatim comments can be found in the attached document [Cross-pavement charging gullies respondent comments](#)

**Would you be interested in sharing your chargepoint with other electric vehicle drivers if you were reimbursed for electricity?**

Respondents who answered yes to being interested in using a cross-pavement charging gully were asked this question. (220 responses)

Sharing your chargepoint



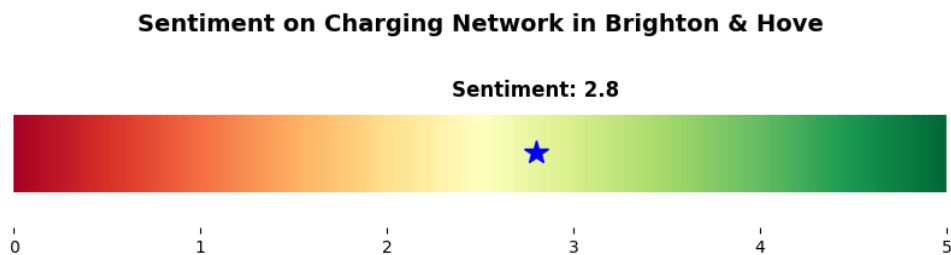
Sharing your chargepoint	Total
Yes	69.5% (153 choices)
No	21.0% (46 choices)
Not sure / don't know	9.5% (21 choices)

## Do you have any other comments about cross-pavement charging gullies?

Respondents who answered yes to being interested in using a cross-pavement charging gully were asked this question.

Verbatim comments can be found in the attached document [Cross-pavement charging gullies respondent comments continued](#)

**How do you feel about the charging network in Brighton & Hove?** All respondents were asked this question (466 responses)



Participants gave a score of 2.8 out of 5 on how they felt about the charging network in Brighton & Hove. The highest selected score was 'It's Okay' (3 out of 5) at 47%, followed by 'It's bad' (2 out of 3) at 23%.

Score	Comment	% selected
1	It's really bad	9%
2	It's bad	23%
3	It's okay	47%
4	It's good	17%
5	It's really good	4%

Verbatim comments can be found in the attached document [How do you feel about the charging network in Brighton & Hove](#)

## **Stakeholder and local businesses comments**

9 responses were received from local businesses and stakeholders. Answers and comments have been fed into the survey above. Specific comments or issues raised by businesses and organisations are also summarised here.

**Local businesses** - Shared concerns about cross-pavement charging gullies as believes there are already enough charging points and that this solution will remove further parking and create pedestrian hazards (especially for disabled users). Feels there could be an increase in accidents with cables and busy pavements. Other local businesses were in favour of official cross-pavement cable gullies. Unfair disparity between public charging pricing and home tariffs also mentioned.

**Car clubs** - Supports electrification of the car club network. Typical charging use involves downtime (eat/drink, emails). Uses a mix of slow/fast/rapid/ultra-rapid chargers and highlights reliability/access issues like non-EVs blocking bays.

**Community schemes** - Access problems were mentioned with chargers often blocked by parked cars not charging and the need for more dedicated EV bays, as well as app improvements. More chargers at community venues (community centres, GP surgeries) and attention to inclusion in more deprived areas. Supports gullies in principle but cost is a barrier. Also a request that focus should be on affordability of on-street charging (closer to domestic tariffs) or fast-track cross-pavement solutions for safe kerbside home charging. On the flip side one stakeholder group asked that cross-pavement gullies do not obstruct blind/partially-sighted pedestrians and pavement surfaces must be clear of cables or raised covers.

**Local resident groups** - Would like chargers at local community halls as part of wider decarbonisation, plus community car club and volunteer transport for vulnerable residents. Interested in V2G developments. Supports cross-pavement gullies but emphasises reducing private car dependence and promoting public transport.

**Schools/Colleges** - Several electric pool cars and vans; typical charging downtime used for admin (emails). Supports cross-pavement gullies; currently uses workplace and car-park charging.

**Cycling** - Cycling stakeholder groups warn EV infrastructure can block valuable kerbside space, complicate future schemes (e.g., cycle lanes), and that modal shift, not EVs alone, is necessary to meet carbon goals. Also have concern over larger/heavier EVs impact on safety and space.

## **Summary**

There were consistent themes throughout the survey and below some of these themes have been addressed.

Cost of public charging - While we know VAT plays a significant part in this additional cost to public charging, the new partnerships with 3 CPOs will bring competition to the city's charging options, bringing costs down and new day and night tariffs.

Blocked bays - With our plans to roll out thousands of chargepoints, beginning with 1650 over the next 3 years, we hope this will tackle the issue of blocked chargepoints, however, we will continue to review locations that would benefit from being changed to EV only. This is a longer process as requires a Traffic Regulation Order (TRO) to change the restrictions on street. This means a consultation must take place.

A demand for different charging speeds - The new contracts we have signed will see a mix of slow lamp column mounted, Fast and Rapid (some Ultra Rapid) chargepoints installed across the city and these will be placed strategically, so users get the ideal charging power for their needs. This will include rapid charging hubs.

Cross pavement solutions – There were some concerns shown over the cost quoted in the survey (£2000-£3000). For clarification this included the cost of the home charger the resident would need to purchase also, not solely the gully and the digging of the trench. The government have recently announced funding for cross pavement solutions and the Department for Transport (DfT) set a deadline of 30th October 2025 for councils to submit an expression of interest for funding to support cross-pavement electric vehicle (EV) charging solutions. Following submission, the DfT will review applications and aims to allocate funding to successful councils by 31st March 2026, the end of the current financial year. The council have submitted an application and are waiting for the DfT's response to see if we have been successful. Once the outcome of the DfT's review is known, officers will present a report to Cabinet in Spring 2026. This report will include a recommendation on how the city should proceed with cross-pavement EV charging. It is important to note that cross pavement gullies may not suit every resident and location, therefore our current focus is the expansion of the public chargepoint network.

Responses to sections such as activities people like to do while charging and barriers to switching to an EV are great insights and will help the council shape future accessible charging infrastructure to better suit the needs and routines of resident, visitors and local businesses, ensuring we put the right type of chargers in the right locations. As part of the contracts with our CPOs, their commitment to accessibility and compliance with PAS 1899 was a key part of the tender evaluation. They have demonstrated this through detailed implementation plans, inclusive

design features, and ongoing engagement with accessibility standards. We will also use the concerns raised to tailor our updates to tackle myths around vehicle costs and range anxiety.

The majority of participants agreed that more chargepoints were needed, especially in residential areas and locations without off-street parking. There was a thought that the current provision is not keeping pace with rising EV ownership and demand. The council agrees and that is why we have plans to add thousands of chargepoints to the 500+ we already have in the city. There were mentions of areas of the city with little or no charging infrastructure and this new LEVI funded project will see us address that inequity with our objective being to provide a chargepoint within a short walk of all households with no off-street parking, with also the ambition in years to come to have chargepoints on all suitable lamp columns on every street in Brighton & Hove.

Overall, the above plans include the significant increase in chargepoint numbers, partnering with two new CPOs to bring competition, share best practices and reduce costs, apply for cross pavement solution funding and ensure all 3 CPOs have accessibility (PAS 1889 guidance) as a key factor in their designs and site selection.

Overall, there is strong support for expanding the network quickly and making it more affordable and accessible.

## **Demographic information**

### **Do you want to answer the following equalities monitoring questions?**

(505/505 responses)

Option	Choices
Yes	280
No	225

### **What is your age?**

(278/505 responses)

Option	Choices
55 to 64	90
45 to 54	83
35 to 44	42
65 to 74	37
25 to 34	12
75 to 84	9
16 to 24	2
85 plus	2
Prefer not to say	1

### **Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?**

(279/505 responses)

Option	Choices
No	226
Yes, a little	25
Yes, a lot	23
Prefer not to say	5

### **Do any of your conditions or illnesses reduce your ability to carry out day to day activities? *Multiple choice***

(47/505 responses)

Option	Choices
Long-standing Illness	26
Physical Impairment	22
Autistic Spectrum	10
Mental Health Condition	9
Learning Disability / Difficulty	6

Sensory Impairment	6
Developmental Condition	4
Prefer not to say	4
Other	4

### What best describes your sex and gender?

(276/505 responses)

Option	Choices
Male	183
Female	78
Prefer not to say	10
Non-binary	4
Intersex	0
Other, please describe	1

### Is the gender you identify with the same as your sex registered at birth?

(278/505 responses)

Option	Choices
Yes	267
Prefer not to say	8
No	3

### How would you describe your ethnic origin?

(276/505 responses)

Option	Choices
Asian / Asian British: Bangladeshi	0
Asian / Asian British: Pakistani	0
White: Gypsy or Irish Traveller	0
Asian / Asian British: Other (please share details below)	0
Black / Black British: Caribbean	0
Black / Black British: Other (please share details below)	0
Mixed: Black African and White	0
Asian / Asian British: Chinese	1
Other Ethnic Group: Arab	1
Black / Black British: African	1
Asian / Asian British: Indian	2
Mixed: Black Caribbean and White	2
Mixed: Asian and White	4
White: Irish	4

Mixed: Any other mixed / multiple ethnic background	5
Prefer not to say	5
White: Other	32
White: English, Welsh, Scottish, Northern Irish, British	217
Other ethnic group, please describe	2

