

You said, we will: Electric Vehicle charging only dedicated parking bays

February 2026

Overview

Residents were invited to comment on the proposed introduction of “Electric Vehicle Charging Only” bays on streets where Electric Vehicle chargers are located.

A total of 280 residents visited the survey page at least once and 185 responded via the RBWM Together online platform and the dedicated email address.

Residents living on the affected streets, and those living on adjoining roads, were asked to respond.

Streets	Number of responses
Albert streets	10
Alma Road (including St Mark's Road)	15
College road (including Keble Road)	20
Cromwell Road (including All Saints Avenue)	36
Frances Road (including Kings Road)	34
Lower Boydon Road (including Boyn Hill Avenue)	48
St Leonards Road	23
Total	186

What we have learned, and what we will do

The survey highlighted that the support for the implementation varies on different roads:

	Support	Neither support or nor oppose	Oppose
Albert streets	40%	30%	30%
Alma Road (including St Mark's Road)	60%	0%	40%
College road (including Keble Road)	45%	0%	55%
Cromwell Road (including All Saints Avenue)	19%	3%	78%
Frances Road (including Kings Road)	47%	0%	53%
Lower Boydon Road (including Boyn Hill Avenue)	67%	0%	33%
St Leonards Road	65%	9%	26%
Total	49.06%	5.92%	45.02%

Overall, 49.26% of respondents support the implementation of the charging bays, while 44.82% oppose it and 5.92% neither support nor oppose the implementation.

Following the result of this survey, we will propose the implementation of:

- 2 dedicated bays on Albert Street
- 3 dedicated bays on Alma Road
- 1 dedicated bay on College Road
- 1 dedicated bay on Frances Road
- 2 dedicated bays on Lower Boydon Road
- 2 dedicated bays on St Leonards Road
- No dedicate parking bays on Cromwell Road, due to the strong opposition to the implementation

A legal consultation, under the Road Traffic Act 1984, will be carried out before the implementation of the bays.

We have also provided responses to the issues that were frequently raised within the survey in the “written comments” section of this document.

Written comments

You told us	Action we will take
Residents widely agree that the EV network needs to expand. However, they are frustrated that existing chargers are often blocked by non-EVs or EVs that overstay, making them unusable. Many feels dedicated EV-only bays are necessary so chargers can actually be used for charging, not general parking.	We have recently received a government grant to expand our on-street charging infrastructure. The deployment of new chargers will focus on areas where off-street parking is less available. We will propose the implementation of dedicated “Electric Vehicle charging only” bays to enable EVs to access the existing chargers.

You told us	Action we will take
Across nearly all streets, residents highlight severe parking pressure. Many oppose converting more bays to EV-only because it reduces already scarce parking for households without EVs. Some feel that shifting bays to EV-only now is unfair or divisive when only a small number of residents currently drive electric cars.	Due to the residential nature of the roads included in the scheme, allocating dedicated parking bays for electric vehicles while they are recharging will mean that EVs will use those designated bays rather than parking elsewhere on the same road. However, we will propose a smaller number of dedicated bays on streets where residents have highlighted particularly severe parking pressure.
Some residents support dedicating bays to match the number of chargers, or even expanding EV provisions, but want solutions that don't worsen local parking issues (e.g., better enforcement, alternative locations, or innovative ideas like pavement trenches for home charging). There is support for EV growth, but residents want a plan that grows gradually and considers local parking realities.	We will reevaluate the number of dedicated bays in the future and, if necessary, readjust the provision to ensure it continues to meet local needs.

Demographic Summary

The breakdown of respondents in relation to this document are below:

Gender:

- 47.57% of the respondent were male
- 43.24% of the respondent were female
- 9.19% of the respondent preferred not to say

Age:

- 16.22 % of the respondent were 65 and over

- 28.65 % of the respondent were between 45 and 54 years old
- 18.38% of the respondent were between 35 and 44 years old
- 10.27% of the respondent preferred not to say their age
- 8.11% of the respondent were between 25 and 34 years old
- 0.54% of the respondent were under 18 years old

Disability:

- 11.89% of respondents indicated that they had a long-term physical or mental illness, impairment or disability
- 80% of respondents indicated that they did not have a long-term physical or mental illness, impairment or disability
- 8.11% of the responded preferred not to say

Ethnicity:

- 57.30% of the responded described their ethnicity as white
- 26.49% of the respondent preferred not to say
- 13.51% of the responded described their ethnicity as Asian or Asian British
- 1.62% of the responded described their ethnicity as mixed or multiple
- 1.08% of the respondent described their ethnicity as other ethnic group

Type of vehicle owner

- 22.84% of the responded were Electric Vehicle owners
- 54.32% of the respondent were Internal combustion engine vehicle owners
- 7.41%% of the responded are Plug-in hybrid vehicle owners
- 6.79% of the responded were self-charging hybrid vehicle owners
- 2.47% of the responded were not vehicle owners
- 6.17% of the responded declared they would use alternative means of transport