

Wednesday 5 August 2026

Summary

I support the provision of public EV charging in Bampton. However, I don't believe there is sufficient evidence to take this proposal forward because OCC has not demonstrated that:

- Seven dedicated charging bays are needed.
- Removing approximately **35% of the village's public parking** is necessary or proportionate.
- The Market Square is the best available location.
- The impact on residents, businesses, visitors and community events has been properly assessed.
- Less damaging alternatives, including a phased installation, open use bays or alternative sites, have been fully considered.

The proposal appears to begin with the assumption that seven chargers should be installed in the Market Square and then seeks to justify that decision. We should work the other way round: identify the need, assess the options, understand the impacts and then choose the solution that delivers the greatest public benefit with the least harm.

No demonstrated demand

The Council's justification relies heavily on two figures:

- More than **300 households** in Bampton do not have off-street parking.
- Approximately **170 households** are within a five-minute walk of the Market Square.

These figures do **not** demonstrate demand for seven charging bays.

A household without a driveway is not automatically a household that owns an EV, plans to buy one soon or even would rely on these chargers.

The Council has not published:

- the number of existing EV owners within the catchment area
- projected EV ownership over the next five or ten years
- expected charging sessions per day
- predicted charger utilisation or
- the evidence that led it to conclude that **seven** chargers are required.

Without this information, the proposal is based on assumptions rather than evidence.

OCC's figures raise questions

Using the Council's estimate of **170 nearby households**, and assuming current UK EV ownership of around **25%**, there would be approximately **43 EV-owning households**.

Seven chargers would therefore equate to around **six EVs per charger**.

If the Council expects significantly higher demand, it should publish the assumptions and modelling behind that forecast.

It has not done so.

Low capacity chargers mean spaces will be blocked

These are **6 kW AC + 1 50kW chargers**, not all rapid chargers.

Typical charging times from a low state of charge are:

- 40 kWh battery: **5–6 hours**
- 60 kWh battery: **7–8.5 hours**
- 75 kWh battery: **9–11 hours**
- 90 kWh battery: **11–13 hours**

This means each dedicated bay is likely to be occupied for most of the day by a single vehicle.

A normal parking space can serve many different users through regular turnover.

A dedicated charging bay is likely to serve only **one to three vehicles per day**, significantly reducing parking turnover.

OCC's argument highlights the impact on parking

The Council states that these chargers are intended to provide the **primary charging solution** for households without off-street parking.

If that is true, these chargers are not intended for occasional top-up charging. They are intended for regular, long-duration use by local residents.

That creates a simple contradiction.

If the chargers are expected to be well used, then seven parking spaces will be occupied for many hours every day and the impact on parking will be substantial.

If they are **not** expected to be well used, then the Council has not demonstrated why seven dedicated charging bays are needed in the first place.

The Council cannot rely on high demand to justify the proposal while also suggesting that the loss of parking will have little effect. The two arguments cannot both be true.

Significant parking loss

The proposal removes approximately **35% of the public parking** in the Market Square.

This is a major change to one of the village's most important public spaces.

The Council has not published evidence showing:

- current parking occupancy
- peak parking demand
- parking turnover
- the effect on local businesses
- the effect on visitors
- the effect on village events
- the effect on elderly or less mobile residents or
- where displaced vehicles are expected to park.

Removing over one-third of the village's public parking requires a much stronger evidence base than has been presented.

Why the Market Square? What about alternatives?

The Council says the Market Square is central and highly visible.

That does not make it the best location.

Visibility is not evidence, nor proximity to need.

The Council has not published an options appraisal comparing the Market Square with alternative sites or explained why those alternatives were rejected.

Without that information, residents cannot judge whether this location genuinely represents the best balance between accessibility, parking, heritage and community impact.

Proportionality

Even if additional public charging is needed, it does not automatically follow that seven dedicated bays should be installed immediately.

A more proportionate approach would be to:

- install a smaller number of chargers initially
- monitor demand and utilisation and
- expand only if the evidence shows additional capacity is needed.

The Council has provided no explanation for rejecting this approach.

Instead, it proposes the permanent loss of over one-third of the village's public parking before demonstrating that this level of provision is necessary.

Minimal consultation - none meaningful

The Council confirms that this is the **first formal consultation**.

Earlier engagement consisted mainly of:

- an online demand tracker and
- requests for parish councils to suggest possible locations.

The Council also acknowledges that the Market Square was suggested by residents **"not in high numbers."**

That cannot reasonably be presented as evidence of broad community support.

Meaningful consultation should take place before a preferred site is selected, not after.

Affordability

The Council describes these chargers as a potential primary charging solution for residents without off-street parking.

However, public charging is significantly more expensive than charging at home.

Typical public 7 kW charging currently costs around **54p per kWh**.

That means a full charge typically costs:

- around **£22** for a 40 kWh battery
- around **£32** for a 60 kWh battery and
- around **£41** for a 75 kWh battery.

Residents without driveways will therefore pay substantially more for charging than households with access to home charging.

The Council has not explained how this supports fair and affordable access to EV ownership.

Missing evidence

Before any decision is made, OCC should publish the evidence on which this proposal is based. Residents are being asked to comment without access to the information that appears to have informed the Council's decision.

In particular, the Council should publish:

- Parking occupancy surveys for the Market Square, including weekday, evening and weekend usage.
- Parking turnover data showing how many vehicles currently use these spaces each day.
- An assessment of the effect of removing approximately **35% of public parking** on residents, businesses, visitors, deliveries and community events.
- The demand modelling used to conclude that **seven** dedicated charging bays are required.
- The assumptions used to forecast future EV ownership and charger utilisation.
- The expected occupancy of each charging bay and the average charging duration.
- The options appraisal comparing the Market Square with alternative locations and explaining why those alternatives were rejected.
- The assessment that led the Council to reject a phased installation.
- The assessment of the financial impact on residents who would rely on these chargers as their primary charging solution.

Without this evidence, residents cannot properly assess whether the proposal is necessary, proportionate or represents the best use of one of Bampton's most valuable public spaces.

Conclusion

I support the provision of public EV charging in Bampton. However, I believe the current proposal would unnecessarily reduce valuable public parking in Market Square.

A better solution would be to locate charging infrastructure at the Recreation Ground, beginning with a single 50 kW rapid charger and allowing future expansion if demand is demonstrated.

If Market Square is retained as the preferred location, I would support only a single rapid charging bay, with any remaining spaces continuing to be available for all vehicles or operating as shared-use bays so that essential parking capacity is not permanently lost. This would better balance the needs of EV users, residents, visitors and local businesses.

I do not support removing approximately **35% of the village's public parking** without clear evidence that the benefits outweigh the harm.

Before we even reach this point, however, OCC needs to demonstrate:

- why seven chargers are needed now
- why the Market Square is the best location
- why the charging bays can't be mixed use rather than EV only
- why a phased approach has been rejected
- what impact the loss of parking will have on the village or
- how this proposal represents the best balance between supporting EV adoption and protecting an essential community asset.