

## **Environmental Information Regulations – Response - 26681**

*Under the Freedom of Information Act 2000 I would be grateful if you could supply me with the following information:*

*1. What other streets in Ipswich are having Chargepoints installed in 2026?*

The streets confirmed for build in 2026 can be viewed on the Plug in Suffolk interactive map online, here:

<https://www.suffolk.gov.uk/roads-and-transport/transport-planning/plugin-suffolk/map-of-plugin-suffolk-chargepoints>

Streets are added to this map regularly as feasibility is confirmed by our Chargepoint Operators.

*2. What was the assessment criteria for the location of the Chargepoints?*

Assessment criteria considered for all sites include:

- Presence of households reliant on on-street parking
- Parkable length of street exceeds 20 vehicles
- Motability customers in area
- Parking restrictions (e.g. double-yellow lines, existing advisory bays)
- Pavement width
- Highway boundary extent
- Existing street furniture (e.g. street lighting)
- Grid connection (feasibility and cost)

*3. What alternative sites were considered alongside Marlborough Road?*

No alternatives considered as Marlborough Road is deemed suitable.

Streets nearby also receiving chargepoints include (but will not be limited to) Weymouth Road, Fuchsia Lane, St John's Road.

*4. Can I have a copy of the assessment of why Marlborough Road was chosen?*

There is no written assessment held – if the site is deemed feasible by the Project Team based on the criteria noted above, then it is put to the contractor to carry out further investigations and develop a high-level design.

*5. Who is the decision maker in the selection of Marlborough Road?*

Decisions on site selection are taken jointly by officers of the Plug in Suffolk Project Team and the Council's appointed Chargepoint Operators.

The relevant Cabinet Member for this area of service delivery is Councillor Richard Rout.

6. *Please confirm what consultation has been carried out with Ipswich Borough Council?*

We have consulted with the Borough Council's Parking Team on all Ipswich-specific proposals to date.

In broader terms, the Borough Council were consulted on the production of the "Suffolk Electric Vehicle Infrastructure Strategy" which was written in 2023 and published on behalf of all the local authorities in Suffolk. It can be viewed online at the following link:

<https://www.suffolk.gov.uk/asset-library/suffolk-charging-infrastructure-strategy-2023.pdf>

7. *Has the fact that Marlborough Road is a "Conservation Area" been taken into account?*

We have recently become aware that most of Marlborough Road is within a Conservation Area; therefore, we are requesting the current design scheme be paused. It will be taken forward instead by our second charge point operator who uses a "flat and flush" technology of lower-powered units (7kW).

The charge point operator will produce a new design scheme for the street in the New Year, and we will keep residents updated.

*Conservation Areas are designated by the Local Planning Authority under the Planning (Listed Buildings and Conservation Areas) Act 1990. These are areas designated because of their special architectural or historic interest, the character and appearance of which it is desirable to preserve. Surely the installation of Chargepoints is not in line with is statement.*

EV charge points are not incompatible with Conservation Areas; for Suffolk, we have decided to mostly use a "flat and flush" technology inside Conservation Areas, which means the chargepoints sit completely flush into the pavement surface when not in use and blend into the surrounding environment.