

# EV Charging at home

Ensuring quick and easy access to home EV charging for all borough residents, no matter their type of housing, will be a key priority for the council.

Access to charging varies greatly subject to the ability of residents to park off-street adjacent to their home, in a driveway, or for those who park on their street or nearby.



# Objective 1: Making on-street charging accessible

While the council will continue to prioritise walking, cycling and public transport use, it is also important to ensure that EV charging, when installed, is balanced across the borough. We therefore want to ensure that the council’s lamp column charging programme delivers an equitable distance for residents to their nearest chargepoint. Initially this will centre on ensuring residents have no more than a 5 minute walk to a standard publicly accessible chargepoint.

In 2021, 92% of the properties in the borough were likely to have no off-street parking. The vast majority of housing within the borough consists of flats and terraced housing, where we would expect residents to be dependent on on-street charging through the public charging network (ONS, 2023).

The analysis from City Science indicates that the majority of the borough (approximately 73%) can

currently access a chargepoint within a 5-minute walk, however noticeable gaps include Dulwich Village and Dulwich Upper Wood, likely due to the high levels of recreational areas and private estate. This is paired with pockets of inaccessibility across Nunhead, Rotherhithe, Walworth and North Dulwich. Once these gaps are closed, any future roll-out will look to reduce the walking time further.

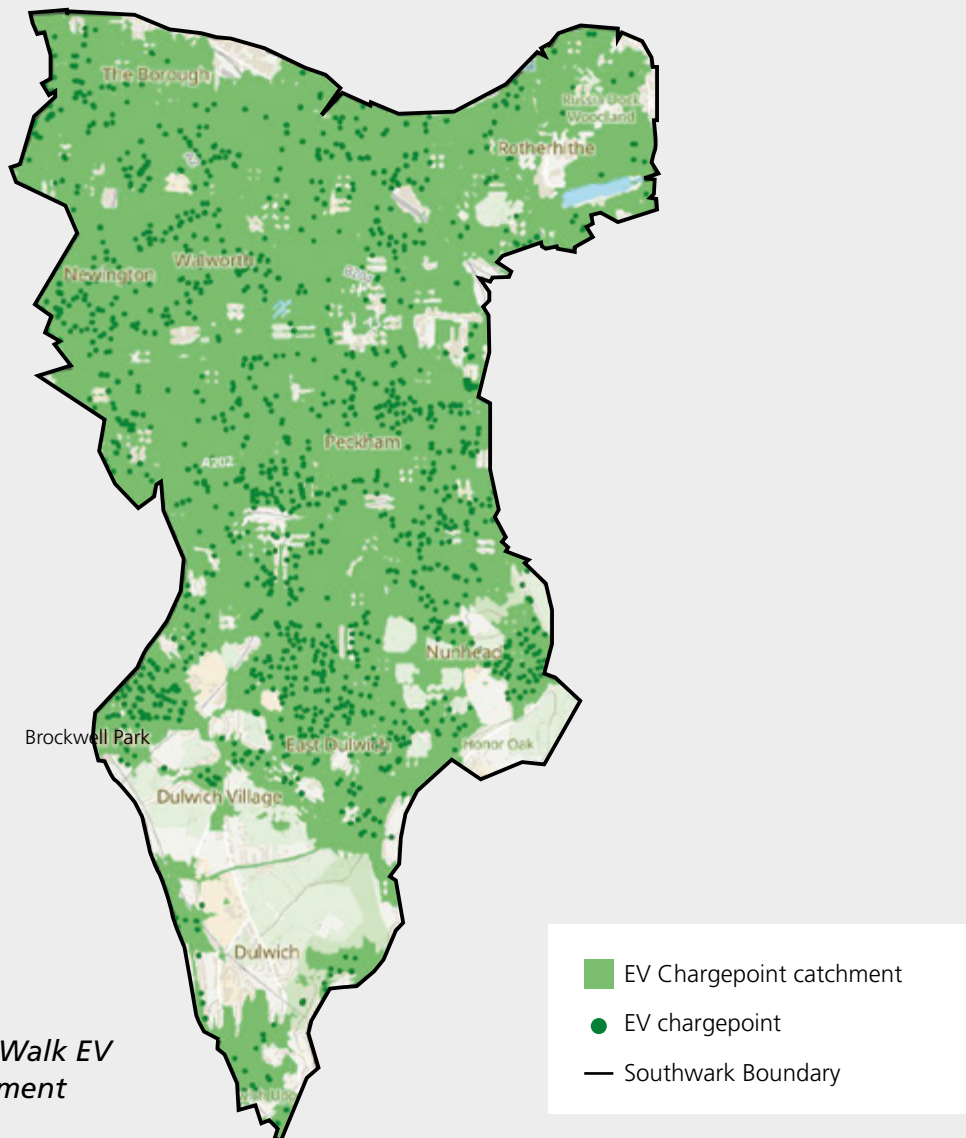


Figure 1: 5-minute Walk EV Chargepoint Catchment

It is the council's aim to introduce EV only bays in CPZs alongside EV chargepoints. A frequent complaint received from residents who own EV vehicles is that chargepoints are blocked and inaccessible due to non-EV vehicles being parked adjacent.

Enforcement of EV bays in CPZs could help maximise use of the existing chargepoints, and help ensure that new chargepoints are installed to help meet the areas of greatest need.

Charging cables that enable EVs parked on-street to be charged from home by crossing the pavement are unlawful and considered an obstruction. The 1980 Highways Act makes it illegal to place wires or cables across, or over, a public highway (including footways) due to the risk of trips and falls. In addition to the risk of trips, there are serious safety risks regarding private electrical wires trailing over the Highway that the council would have no control over. In line with the council's Streets for Communities principles, reclaiming space to make it accessible for our communities to connect, socialise and play, in a safe and pleasant environment is a priority.

In addition, the council does not support the removal of gardens for paved parked areas. This is due to the reduction of ground water draining back into watercourses and the increase in rain water run-off going into sewerage systems that then needs to be treated.

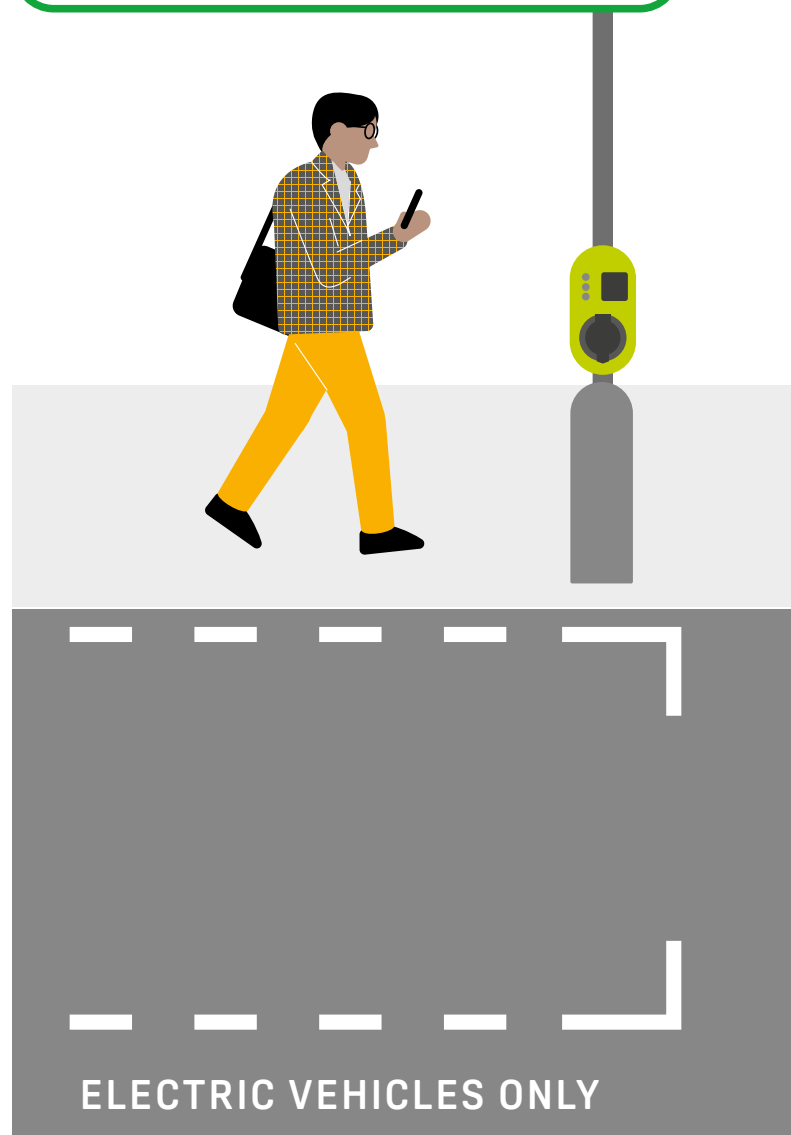
The council continues to roll out the lamp column charging programme and we will continue to review emerging technologies and methods and engage on the matter at a London wide and national level.

At the end of 2022, there were 5,100 motorcycles registered in Southwark, reflecting 8% of total registered vehicles (DfT, 2023). Of these motorcycles, approximately 30% use other fuels (e.g. not petrol, diesel or hybrid), a figure we would expect to grow in upcoming years. EV motorcycle users should be a consideration of any future expansion to EV provision in the borough.

**In 2021, only 8% of the borough's housing was made up of semi-detached or detached housing; housing types that are more likely to have access to off-street parking.**

## What we will do:

- 1.1 Ensure all residents are within a 5-minute walking distance from a public charge point by 2026.** The council will aim to reduce this walking distance when existing gaps in the charging network are filled.
- 1.2 Introduce and enforce EV bays** in Controlled Parking Zones adjacent to EV chargepoints.
- 1.3 Review technology and methods that enable EVs parked on-street to be charged from homes** but in the meantime not endorse or permit such methods due to safety concerns.
- 1.4 Conduct feasibility assessments at existing solo motorcycle bays** across the borough to identify sites suitable for EV chargepoints in the future.



## Objective 2: Extend Provision to Housing Estates

There are a number of ways the council can support chargepoint delivery on our land, both to fill remaining gaps in standard chargepoint provision, and to accelerate the delivery of rapid chargepoints. However, there is also a clear gap in provision on the council's housing land, with no existing provision of EV charging facilities.

Southwark Council is the largest local authority housing provider in London, with over 50,000 homes. This means the council's housing estates present a significant opportunity to support EV roll-out through the provision of chargepoints to residents.

In 2022 there were over 3,800 parking bays on our housing estates with over 10,000 parking permits issued. This highlights the potential to support chargepoint delivery on the council's housing estates as the transition to EVs take place.

The council's current E-form allows residents to request new chargepoints but does not account for existing provision or utilisation. The form will be updated to meet changing demand and prioritise areas of greatest need, across all properties in the borough.

### What we will do:

**2.1 Trial EV infrastructure at 20 housing estates** across the borough by 2026.

**2.2** Refresh the council's E-Form so that applications are reviewed against existing provision and **prioritised in areas of most need.**

## Objective 3: Support EV chargepoints on private land

EV chargepoints on private land, including housing developments, offices and shopping centres are an important resource.

The number and type of chargepoints required in new developments is set by planning policy and secured through the planning process. The council sets its standards in the Southwark Plan (2022). It is recognised that private landowners have a key role to play in the provision of charging infrastructure, alongside council installed sites.

### What we will do:

**3.1** Continue to work with private landowners to survey the current provision and **increase the availability and choice of EV chargepoints** across the borough.