

# Report from Charge Gully to the Southwark Council's Environment Scrutiny Commission

## 1. Background

This report has been prepared by Charge Gully as part of the biodiversity scrutiny review looking at kerbside strategy and the loss of front gardens.

## 2. Net zero and biodiversity targets

Southwark declared a climate emergency in March 2019 and in July 2020, the council set out its ambition to become carbon neutral by 2030.

According to the Department for Energy Security and Net Zero (March 2023), “The transport sector remains the largest emitting sector in the UK, accounting for 34% of carbon dioxide emissions in 2022”.

So getting people to switch to electric vehicle is one of the most effective ways to achieve net zero targets. However, Local Authorities often have limited budget and resources, and providing public charging facilities everywhere is expensive.

In addition, residents avoid public chargers as they are inconvenient and are around eight times more expensive than charging on domestic overnight tariffs (AA EV Recharge Report versus Octopus Intelligent, September 2023). “39% of drivers UK-wide, and 54% of drivers in London, would switch to an EV if they didn’t have to rely exclusively on public charging facilities” according to an IPSOS survey conducted with 4000 drivers in April 2023.

This is leading to more people considering dropped kerbs and paving over their front gardens to create off-street parking space. However paving gardens using impermeable surfacing causes several problems:

- Loss of permeable surfaces (even if using permeable driveways) leading to decreased flood attenuation.
- Reduction of vegetated areas providing support for wildlife habitats.
- Privatisation of public parking space along the kerbside as third-parties are not allowed to park in front of dropped kerbs.

Cross pavement solutions such as Charge Gully enable residents to charge their electric car from home without needing a dropped kerb and helps the council meets its net zero and biodiversity goals.

## 3. Charge Gully

Charge Gully began in 2022 with the vision to bring the convenience and affordability of charging a car from home to all without a driveway.

Charge Gully offers a full service to Local Authorities providing their residents without off-street parking an effective solution to charge their EVs from home. We do this by installing our patent-pending innovative lockable, shallow and circular pavement channel that allows a cable to be run safely across the pavement.

We are supported by Innovate UK and have carried out private installations in Hertfordshire and Swansea. We have upcoming trials with East Lothian and Newport City councils due to start by the end 2023.

The Charge Gully channel:

- Has a lockable cover which prevents third-parties pulling the cable out when left unattended.
- Features an anti-slip cover that closes under its own weight so it won't be a trip hazard.
- Being ultra shallow (45mm deep), is installed under 2 hours without interfering with underground services.
- Is made of marine grade aluminium compliant with BS EN 124-3:2015, a circular material that can be infinitely recycled and is 100% made in Britain.
- Withstands 10 tonnes (tested to BS EN 1433) so is safe from any vehicle mounting the kerb.
- Has zero lifetime cost to the council (it is entirely paid for and maintained by the resident).

The video at this Youtube link <http://youtu.be/sht-HLlKKLE> illustrates how easy the channel is to use and more detailed information is available on our website [www.chargegully.com](http://www.chargegully.com).

#### **4. Installation, maintenance and liability**

The gully is usually installed by an existing highways approved contractor of the local authority who already holds a Section 50 licence. The installation within the topcourse of the pavement takes less than two hours.

A Section 178 licence is granted to the resident to use the gully – this specifies that the resident is responsible for its cleaning (the gully is maintenance-free) and is liable for any injury, damage or loss relating to its incorrect use. The locking mechanism removes the risk of someone taking the cable out and leaving a trip hazard across the pavement.

The Section 178 licence is tied to the property and is transferred with property ownership. When the resident no longer needs the gully, the resident instructs the council-approved contractor to remove the gully who reinstates the pavement as per original.

Charge Gully is responsible for repairing any product issues. We provide a 7-year guarantee for the channel and a 3-year guarantee for the labour.

#### **5. Pricing and available funding**

We provide two main options (but other options are available depending on the council's preferences and needs):

- Supply-only option at £399 (excl. VAT) for 2.5m long channels with prices reducing with larger orders.
- Turnkey option at £832.5 (excl. VAT) where we provide an end-to-end order process to the residents.

The [Local EV Infrastructure \(LEVI\) Fund](#) supports local authorities in England plan and delivery charging infrastructure for residents without off-street parking. Following stage 1 of the process, London boroughs partnerships (split between funding Tranche 1 and 2) were indicatively allocated £35,696,000. Tranche 1 local authorities must apply for stage 2 of their funding by 30 November 2023.