

# Streets for People – Electric Vehicle Plan

Public Consultation November 2023 – January  
2024

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# Background

## Streets for People

Southwark published its Streets for People Strategy in June 2023. This set out a firm commitment to improve our residents' quality of life, by changing how we all travel and use streets in the borough.

We started consultation on the Streets for People Strategy in August 2023, focused on finding out how the strategy can be implemented at local levels by asking people what improvements they want to see in their neighbourhoods.

## Electric Vehicle Plan

As part of the wider Streets for People Strategy, we published the draft Electric Vehicle (EV) Plan in November 2023, alongside a Cycling Plan and a Walking Plan, and launched consultations on all three at the same time. We invited respondents to read the draft plans and comment on the specific measures proposed.

We received 22 responses in total to the EV Plan. This report summarises the feedback to each question, and seeks to identify any common themes or additional points to consider.

# Southwark's Vision for Electric Vehicles

We defined the vision as follows:

“The most impactful car journey is the one that isn’t taken. In 2030 Southwark will be a clean, green and safe borough with fewer cars. Most journeys will be made by walking, cycling and public transport.

Some people might still need the support of a car to get around and make journeys. Most of these journeys will be made by an electric vehicle rather than a petrol or diesel vehicle. These journeys will be supported by an established electric vehicle charging network. It will be accessible in all parts of the borough, both on-streets and in estates.

The charging network will be fairly priced, accessible and cater for the different charging needs of cars, taxis and freight. It will not impact on or limit the majority of people who walk, cycle and use public transport for everyday journeys.”

## Comments about the Vision for Electric Vehicles

There was a wide variety of responses to the Vision. Five respondents applauded the overall direction: “Looks like a sensible plan.” Some of these appreciated that the plan was placed in an overall context of reducing car use: “It’s great to see the council recognise that reducing driving is the priority and that EVs are aimed at essential motor vehicle journeys only.”

Six respondents said that they would like to see more emphasis on increasing access to chargers:

“- more charging points of at least 7kW and ideally much higher capacity (if I use my car for a day it takes me two nights to charge it on a lamppost). - consolidated charging provider, at the moment I have to sign up to countless charging networks and some I have to lodge credit that gets forgotten about”

A couple of respondents noted that price was a factor as well as access:

“While I use the extensive lamppost charger network, these are very expensive - almost 10 times more than charging at home (60p per kwh at the lamppost vs 7p per kwh at home). What are you going to do to make it equitable so people living in flats/maisonettes can access AFFORDABLE EV charging? Otherwise people will run unsafe cables across roads in order to charge their EVs.”

Seven respondents argued that it was wrong to focus on electric vehicles at all – that they are as unsustainable or even more so than petrol or diesel, or that they remain beyond the reach of all but

the wealthy: “You fail to take into account the environmental costs of manufacture, tyres and the greater weight, which means more pollution.”

## EV Charging at home

We invited comments on Objectives 1-3:-

1. Making on-street charging accessible
2. Extend Provision to Housing Estates
3. Support EV chargepoints on private land

**Look at the list of things we have said we will do above. Do you think doing these things will change your local neighbourhood? What kind of change do you think it will make?**

Several respondents observed that the 5-minute walking distance (1.1) was lacking ambition and impractical. Their view was that, if residents needed to park their electric vehicle 5 minutes away from their home, this would be a significant deterrent to upgrading:

“You simply MUST upgrade EVERY lamppost with enough chargers to offer the variety and scale people need. This is the reason people won’t buy an electric car sooner - confidence in access to chargers.”

Several respondents felt that the creation of EV-only parking bays (1.2) was discriminatory against drivers of petrol and diesel vehicles, and would increase parking pressures.

“It is unfair on residents who wish to park outside their home (including with EVs not being charged) where there is a chargepoint lamppost, and is particularly unhelpful where adjacent parking possibilities are excluded by front garden driveways. EV bays are unused for most of the time, and this is likely to continue as the network expands.”

Other responses welcomed the proposed expansion of chargers, while some stressed that any rapid chargers should be placed in the road and not take away from pedestrian space.

**Do you think we should change any of the things we will do? If so, please tell us which ones you would change and why**

1.1 – there were several observations that the target (5-minute walking distance by 2026) is inadequate, and that EV-charging should be extended to every lamppost:

“Please note that, based on the population density of Southwark at the 2021 census, each charge point in a 5 minute radius would be serving in excess of 100 EVs. Not every EV would need to be charged every night but this is wholly inadequate.”

One respondent did suggest that increased availability of destination-charging would offset the need for residential charging.

1.2 – some felt that enforced EV parking bays would make it harder for residents to park their cars, and force people with petrol or diesel cars to park further from their homes.

One respondent questioned why this would only happen within controlled parking zones – could not the same approach be taken as for car club bays?

One respondent queried whether this would mean that only people with resident permits would be able to use the EV bays – if so, how would visitors be able to charge their cars? Or those with off-street parking but who need to use an EV bay for charging?

How would EV bays be enforced? Would officers have lists of EV cars? Would EV cars be allowed to park in EV bays even when not being charged?

1.3 – one respondent noted that seemed unclear and appeared to indicate that we would be doing nothing.

### **Which of the things that we have said we will do are the most important? Why are they important?**

1.1 and 1.2 were seen as the most important actions in enabling the expansion of electric vehicle ownership, reducing the number petrol vehicles and deterring people from paving their lawns, though people queried the detail of how they would be applied:

“I think you should aim to make every lamppost a charging point. Then you could just demarcate some of them as EV only. We just need far more charging options to keep up with demand.”

1.3 could also be important if it involved a serious look at ducting and other technologies.

### **Is there anything else you think we should do?**

Several comments called for an accelerated roll-out of charge points, including chargers in every lamppost.

Others highlighted the need for more EV-only parking bays at charging points, to ensure access where there is provision.

Several respondents took the opportunity to reiterate that the council should be cautious before investing too much in EV.

## EV Charging at your destination

We invited comments on objectives 4-5

4. Extend rapid chargepoint provision across the borough
5. Explore EV chargepoints on council land

**Look at the list of things we have said we will do above. Do you think doing these things will change your local neighbourhood? What kind of change do you think it will make?**

Most respondents welcomed the proposal to extend chargepoint provision across the borough: “Using communal, open areas for EV chargepoints makes sense.”

However several respondents felt the council’s proposals were too little and too slow:-

“The numbers of proposed charge points are pitifully low. If people really do transition to EVs in the estimated time, this provision will amount to less than a drop in the ocean. It would be laughable if it wasn't so ridiculous.”

Others argued that destination charging points were much less important than home charging for the long-term of expansion of EV use:-

“4.1 and 4.2 will be used by those visiting, or those with off-street EV charging, so limited benefit to existing residents without an EV, which they won't buy due to lack of charging close to home (in every lamppost)”

**Do you think we should change any of the things we will do? If so, please tell us which ones you would change and why**

Some respondents repeated the views already stated – either that there should not be dedicated EV parking bays, or that the focus should be on standard EV chargepoints in lamp columns.

However the largest number of comments here called for greater ambition:-

“40 additional rapid charge points by 2026 does not seem ambitious at all. You could easily install 40 charge points just across the two council owned car parks you have identified. What about other popular destinations such as leisure facilities, parks, hospitals, shopping centres etc?”

### **Which of the things that we have said we will do are the most important? Why are they important?**

As above, there was some division of views between increasing the number of rapid chargepoints, or focusing on standard EV charging. One respondent expressed strongly that the plans are not adequate to future demand:-

“It's hard to take the proposal seriously. This is not supposed to be a pilot scheme or an experiment. This is people's real lives & livelihoods. The plans are wholly inadequate.”

### **Is there anything else you think we should do?**

As with previous questions, most of the comments either urged caution about rushing into EV-expansion, and argued that we need to be much more ambitious. There were calls for more chargers at private sector locations such as supermarkets and petrol stations, and for more EV-only parking bays.

One respondent mentioned hydrogen charging stations as an additional consideration.

Another respondent suggested there was an inequity in EV users, who might otherwise have off-street parking, being forced to pay for a parking permit in order to access an EV charger.

One further respondent called on the council to publish figures for actual demand for rapid and standard EV charging.



# A growing EV Network

We invited comments on objectives 6-7:

6. Secure funding for the future
7. Explore sustainable funding models

**Look at the list of things we have said we will do above. Do you think doing these things will change your local neighbourhood? What kind of change do you think it will make?**

Responses reflect the diversity of positions already indicated – from stating that further expansion is unnecessary to reiterating that the 5 minute walk objective is not viable.

There may be some misunderstanding of the funding models being proposed – for example whether we will be subsidising EVs, and whether 7.2 implies a local stealth tax. The language of this section could be clearer for a lay audience.

**Do you think we should change any of the things we will do? If so, please tell us which ones you would change and why**

Most respondents agreed with the council's stance of pushing for more funding. But several felt the objectives were unclear, or insufficiently ambitious.

One respondent noted that we should be encouraging EV manufacturers to develop lighter and more sustainable vehicles.

**Which of the things that we have said we will do are the most important? Why are they important?**

Two respondents highlighted 6.2 as the action most likely to reduce costs and add value for residents.

**Is there anything else you think we should do?**

There was a range of suggestions here:

- That we should 'cut the jargon' and express things more clearly for a public audience

- That we should expand the network more rapidly
- That we should step back from over-hasty actions – either because they consider the climate emergency over-stated, or because EV is not a solution
- That we should consider Hydrogen fuel stations
- That parking should be free when charging an EV
- That we should expand EV-only parking bays, including in non-controlled parking areas.

## The Electric Vehicle Plan and You

In the final section, we invited any further comments on the EV plan, and how it might affect people's lives and neighbourhoods.

People used this space to summarise some of their previous positions.

Several reiterated that the plan lacks ambition – that it won't serve to motivate adoption of EV, or that, without an a large expansion of lamppost chargers, it will lead to more residents paving their front gardens:-

“Yes - good you have one. But ambition is woeful - you will fail on your objectives. We need huge increases fast to enable every new car in Southwark to be electric. Otherwise..they will be petrol and diesel.”

Others questioned the premise of the climate emergency, or noted that, as EV technology is still young, we should not rush into it as there could be an expensive adoption of the wrong technology. One respondent in particular noted a lack of evidence being presented for the actual demand for EV, and that this undermines the whole premise of this consultation:-

“The Vision is flawed as indicated. There should be no discrimination in favour of EVs over other vehicles and EV owners should pay towards the costs of the environmental and social damage they create, alongside petrol and diesel owners.”

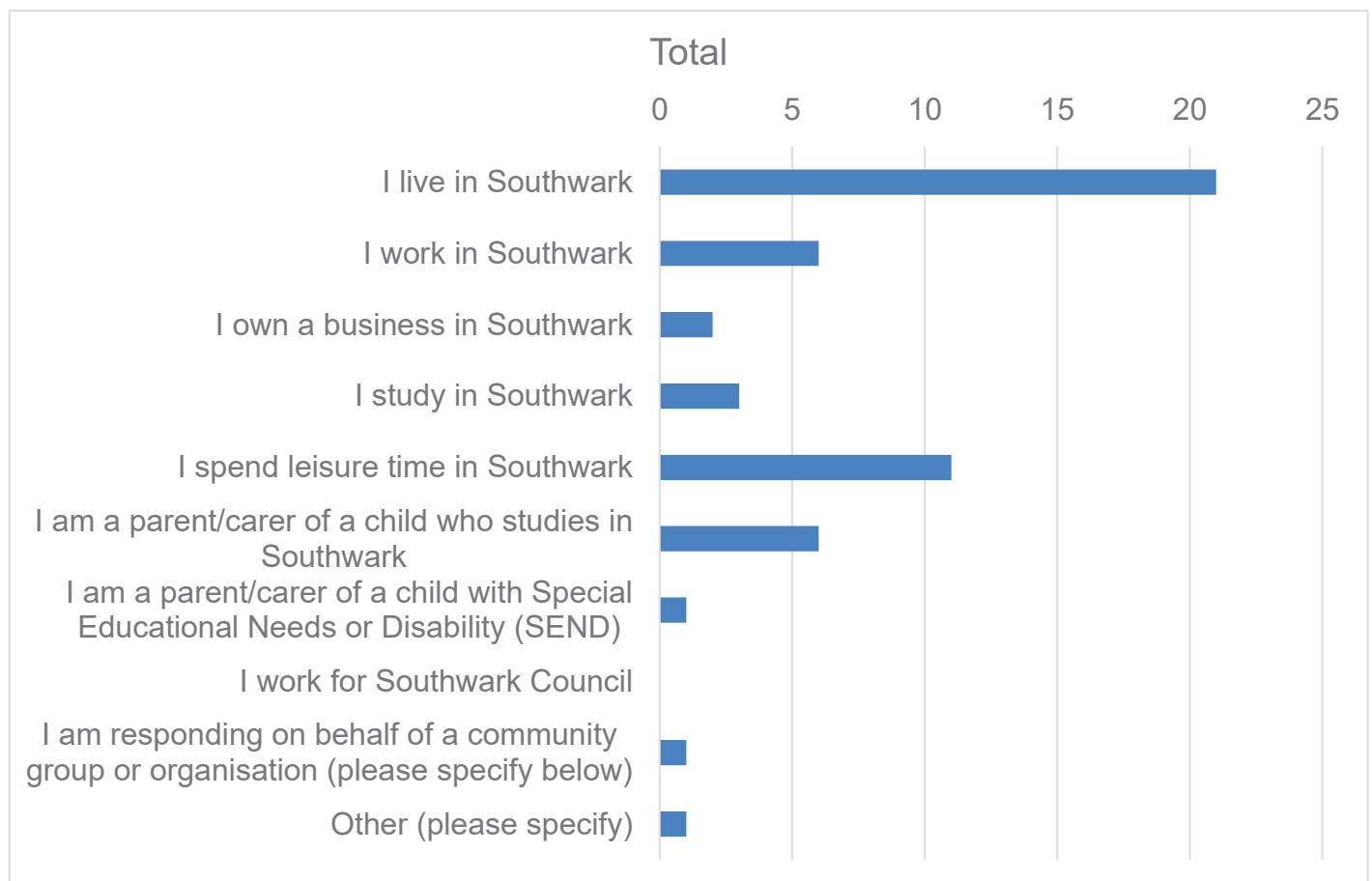
One respondent suggested prioritising the electrification of all public vehicles, as well as taxis and delivery vans. Another suggestion was to explore peer-to-peer sharing of domestic off-street charging points.

One respondent suggested that EV vehicles should be allowed access to roads that are closed to other vehicles, such as in Southwark's Streetspace schemes.

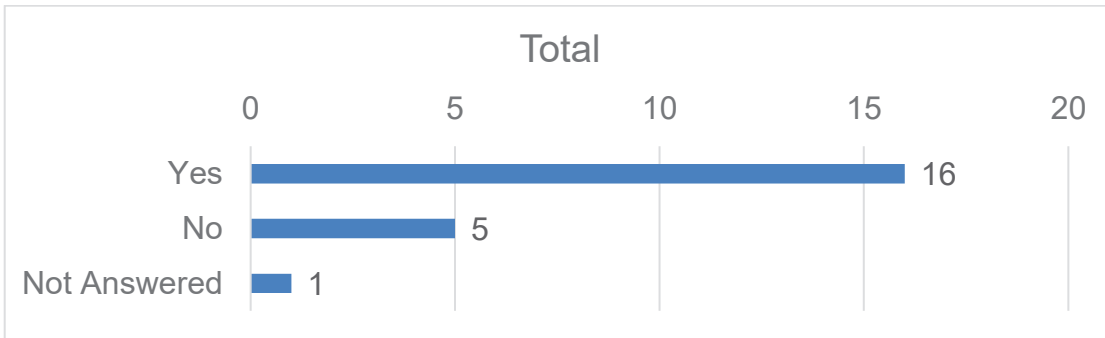
# About the respondents

As this survey has only 22 respondents, it is not possible for this to be representative of the population of Southwark as a whole. These respondents have been drawn from the much larger pool of people who have engaged with the principal Streets for People consultation – which does represent all parts of Southwark and all communities. Clearly respondents in this instance are self-selected by their interest in EV. Below we provide a simple profile of the respondents for reference:-

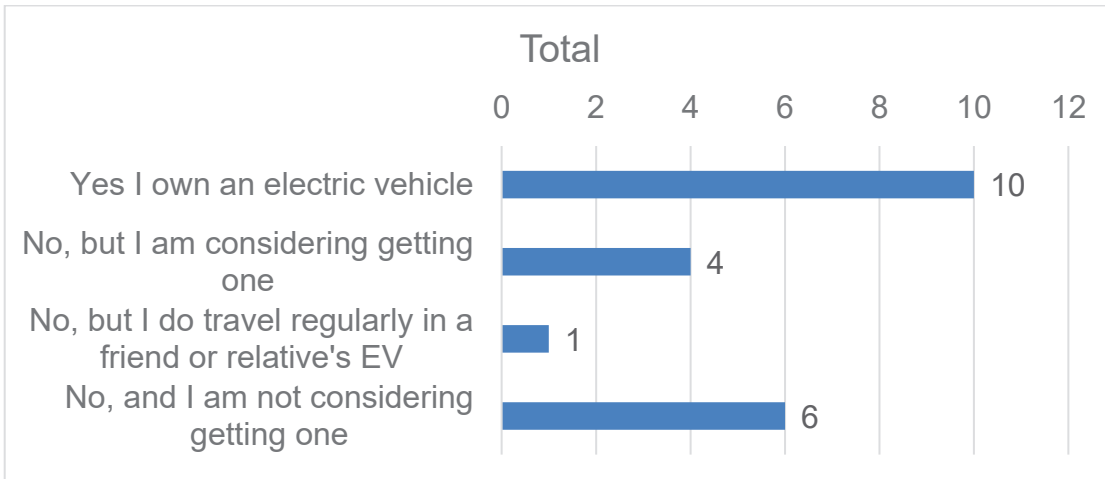
## Status of repondents



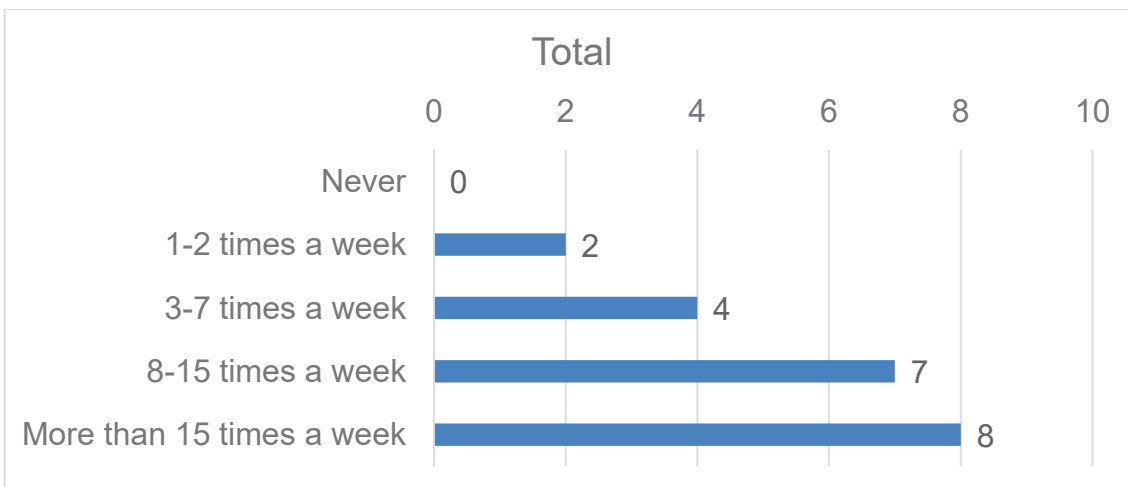
**Do you regularly drive a car or other motor vehicle in Southwark (once a week or more)?**



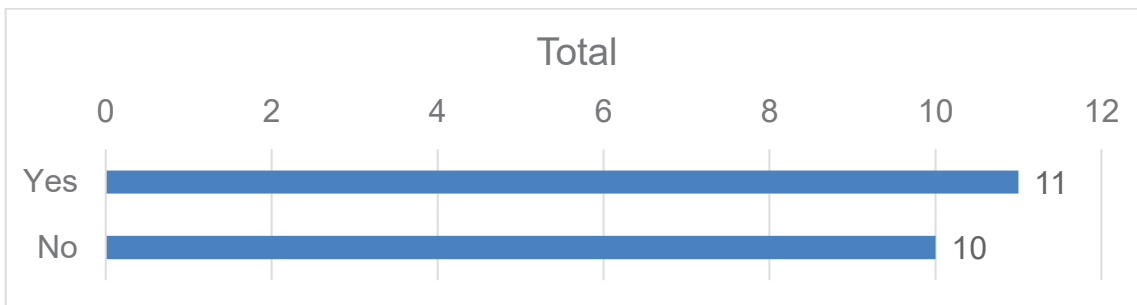
**Do you own, or are you considering owning an electric car or van?**



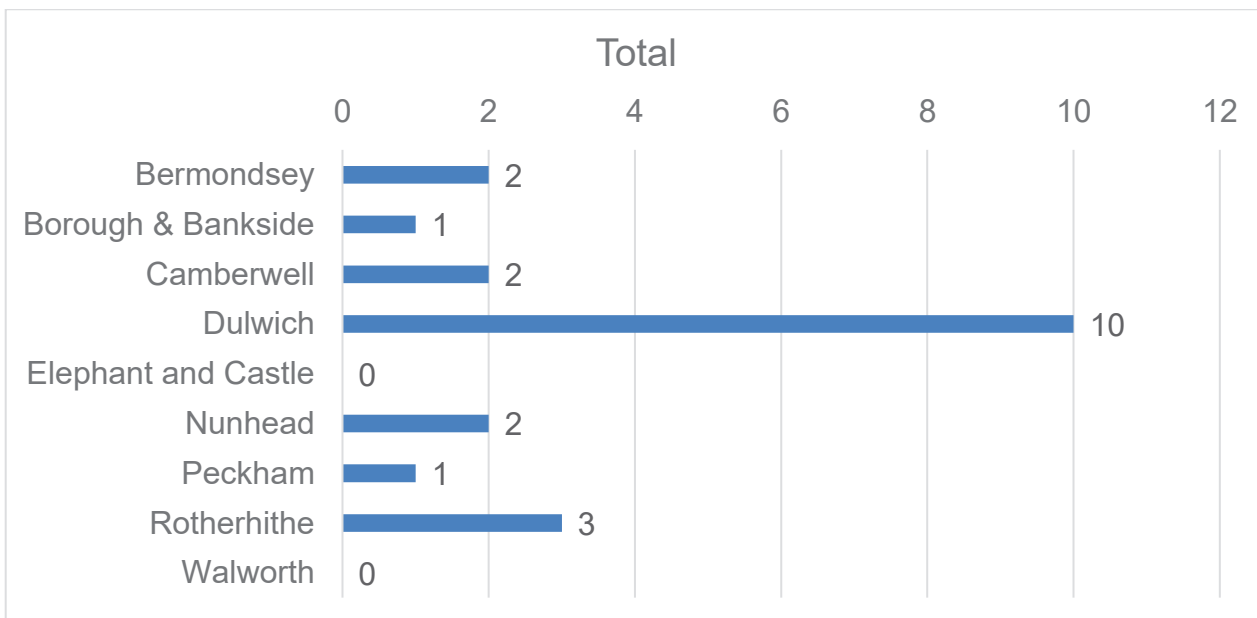
**How many times a week do you walk (for 5 minutes or more) in Southwark?**



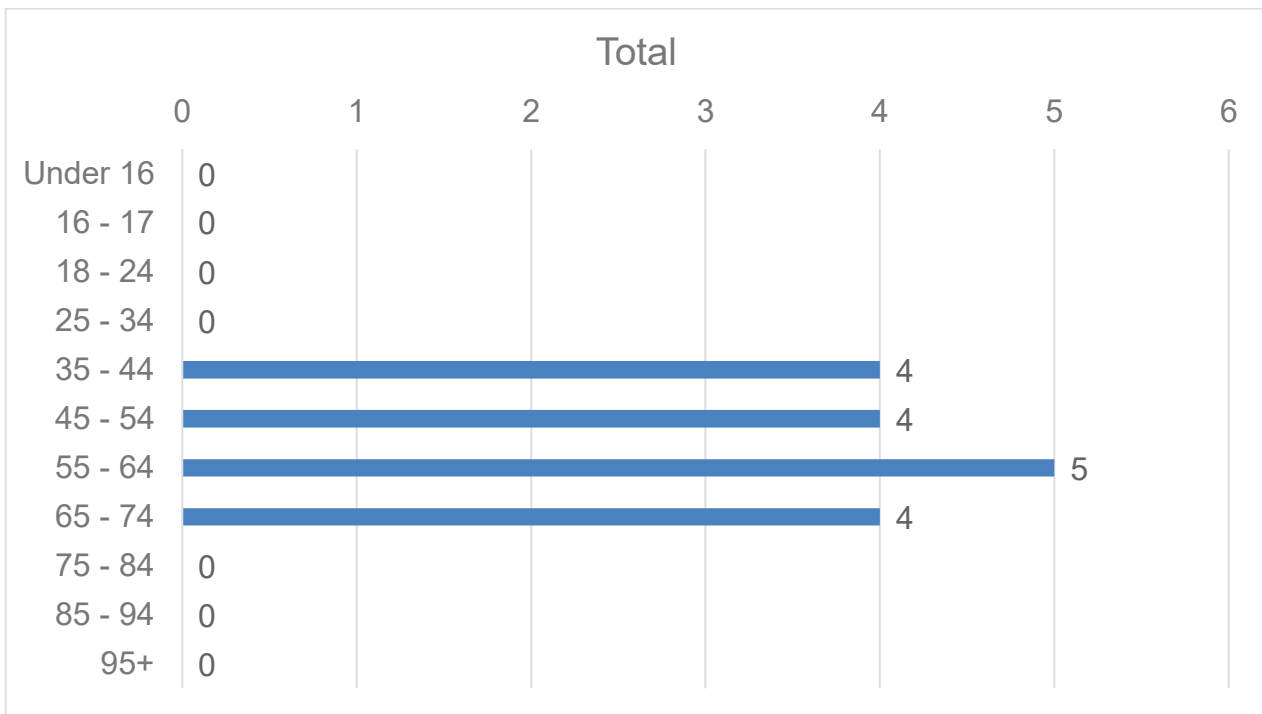
### Do you regularly cycle in Southwark (once a week or more)?



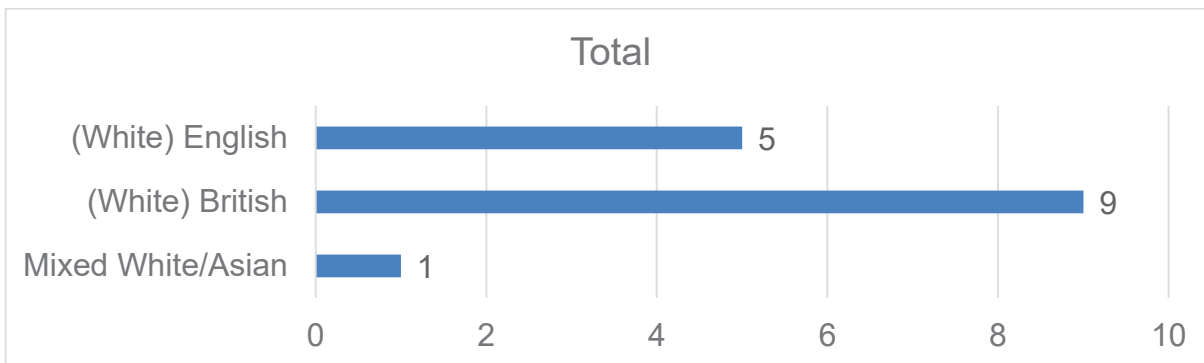
### If you live in Southwark, which community area do you live in?



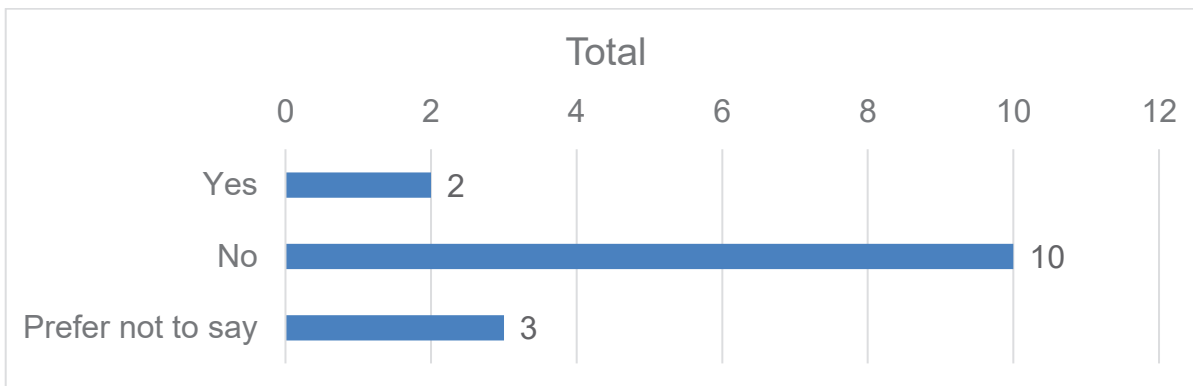
## Age



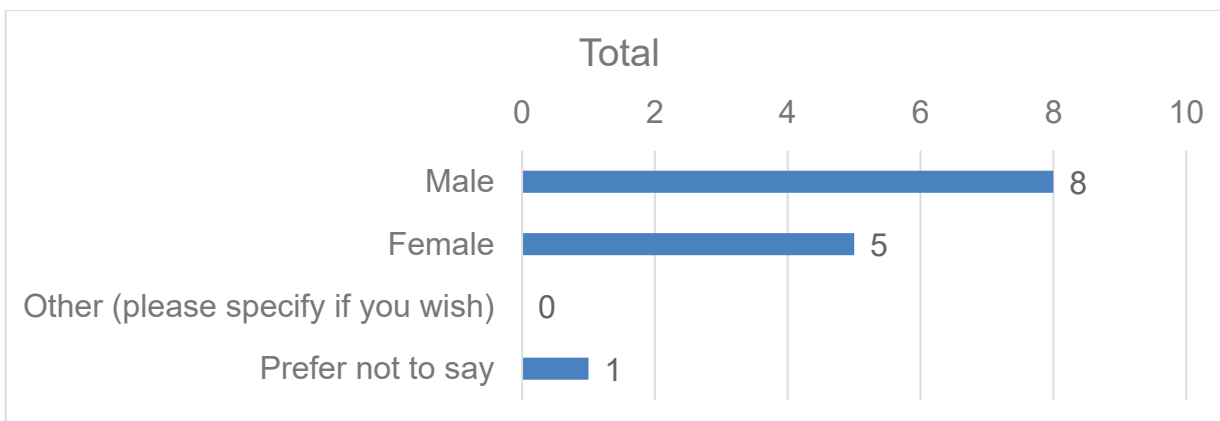
## Ethnic background



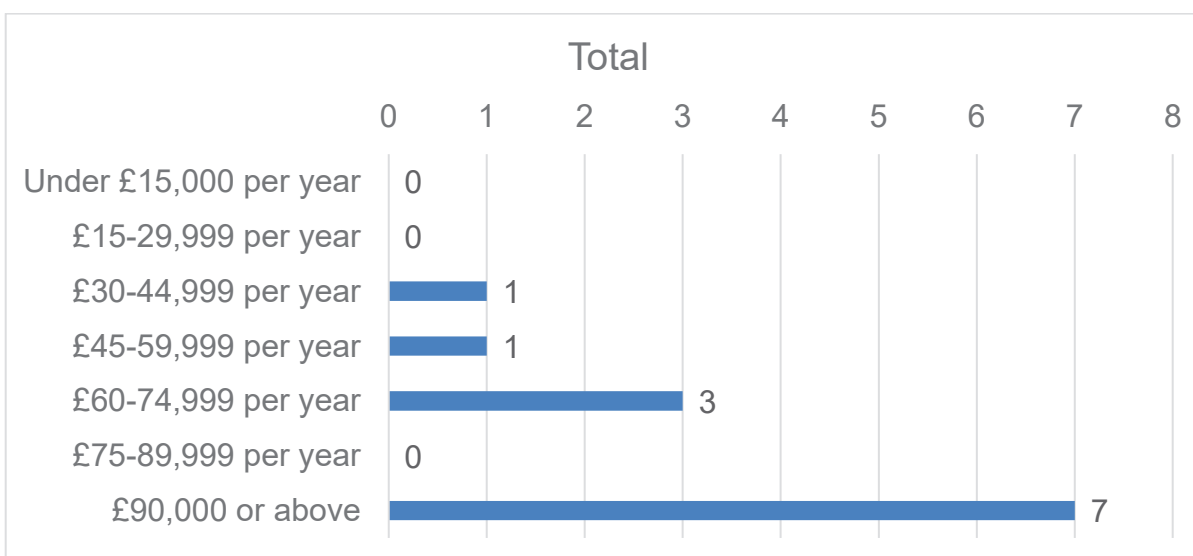
## Are you disabled?



## What is your sex as recorded at birth?



## Approximately, what is your household income



# Appendix – comments in full

## Comments about the Vision for Electric Vehicles

Its great to see the council recognise that reducing driving is the priority and that EVs are aimed at essential motor vehicle journeys only.

You fail to take into account the environmental costs of manufacture, tyres and the greater weight, which means more pollution.

Yes. The single reason I have not bought an electric vehicle, is access to a charger. I live in a terraced house in SE22, with on-street parking only.

You state that many residents live within a 5min walk to a charger, which may be true, but doesn't take into account access to that charger. Our streets are commonly and acceptably filled with parked cars anyway, meaning access to the lamppost chargers is significantly challenging. If the 5 min walk away from your house is not accessible to you in order to charge your car, then it simply does not work.

In a borough with such a huge percentage of young families, who need cars to transport children, some very young and not mobile and needing care with several bags etc, being a 10min walk away from an electric car charger is not practical whatsoever.

Commendable but short-sighted:

- The Vision lays down the law about being illegal to run a charging cable across roadway. It is inadvisable but not illegal. Lamppost chargers themselves require traipsing of cable!

- While I use the extensive lamppost charger network, these are very expensive - almost 10 times more than charging at home (60p per kwh at the lamppost vs 7p per kwh at home). What are you going to do to make it equitable so people living in flats/maisonettes can access AFFORDABLE EV charging? Otherwise people will run unsafe cables across roads in order to charge their EVs.

- Conversion of gardens to driveways should be permitted unless factors of a specific case make it inadvisable. Why is the council taking a blanket stance, "We will not permit it, full stop"? Will this new blanket rule be enforced retrospectively to those who have already converted gardens to drive, whether formally (with appropriate planning consents) or informally (no consents)?

Yes the emphasis should be on the reduction of all types of cars (EV and fossil fuel) and vehicular journeys. I wonder if there should not be a mention of other mechanisms that seek to disincentivise (all types of) car ownership and use but to disincentive EVs less, e.g. differentiated CPZ parking charges.



<p>I think that the council should start calling petrol and diesel powered cars collectively as "fossil fuel cars". We shouldn't hide from the truth. Terminology itself can change perception. We are in a climate emergency.</p>
<p>As an EV owner I would like to see:</p> <ul style="list-style-type: none"> <li>- more charging points of at least 7kW and ideally much higher capacity (if I use my car for a day it takes me two nights to charge it on a lamppost)</li> <li>- consolidated charging provider, at the moment I have to sign up to countless charging networks and some I have to lodge credit that gets forgotten about</li> <li>- reasonable power pricing, if you don't have access to off-street parking then pricing is a lottery, currently best is 30p/kWh, most are 60-70p/kWh but I have seen it up to £1/kWh</li> </ul>
<p>Sound ok in principal - but we need AMBITION - to move forward much much faster with installing more street EV charging. Southwark might have been ahead a few years back - but with growing EV adoption I have witnessed how it's getting harder to find an available charger. People will NOT adopt EVs if you don't facilitate much more EV chargers (in Dulwich where I live - quadruple the numbers in next two years as a minimum).</p>
<p>Looks like a sensible plan.</p>
<p>Please make it clear to people insisting on private car ownership in central London that it's not enough to shell out on an electric car to cleanse your conscience and be "eco-friendly". Make no mistake, electric cars now are what diesel was at the beginning of 2000s: a different type of unsustainable vehicle.</p>
<p>They don't make much noise, so difficult to hear or be aware when they are approaching. Their lithium batteries come at a huge human cost (often children working in mines) &amp; they are a fire hazard. Also much more expensive than regular ICE vehicles, so they are a selective form of transport based on class &amp; wealth.</p>
<p>A lot of people still require a car, so an EV is the best option. In your literature you make reference to EVs being much heavier than other cars. However around where I live (East Dulwich) there are a huge number of SUVs, which are much heavier than an EV car.</p>
<p>Yes increase number of chargers and create more competition between them. Rapid chargers on private land should not be enforcing parking and charging fines for not registering.</p>
<p>I am not convinced that Electric is the long-term way forward owing to the pollutants produced by electric vehicles - tyre wear owing to weight of the cars and their use of rare metals. Electric at present looks like a temporary as well as very expensive solution</p>
<p>The facts are, I don't think the whole country UK can cope with electric vehicles charging. Not enough power in National Grid. This is a Rich Person's ideas We can't all live in tents &amp; ride a horse and cart or a bicycle or walk everywhere. ! So what of the rest of us gonna do? Fight for a charging point.</p>

<p>You build 30 story tower blocks Southwark council for people to live in but you ain't got a vehicle infrastructure for local people.  you make driving stressful  You close all the shortcuts for all vehicles.. more pollution, going the long way round. Tower Bridge Road heavy traffic. This does not benefit local people.  We can't all work from home.  If the government give everyone enough money to live on, then we can all stay at home and we don't need to travel.  But normal people do travel.</p>
<p>It's a good vision and I like the emphasis on the prioritisation of walking, cycling and public transport over cars. I think it would be great if the council could also further look at the viability of greater car-share clubs so that when people do need to use a car, it isn't a private car but a shared car. If more people understood just how useful car share is they might move more quickly towards giving up private car ownership.</p>
<p>Yes. How about creating roads on which people could drive with electric/hybrid vehicles as an incentive?</p>
<p>The Vision (V) is misguided in promoting EVs. It correctly identifies their environmental and social disadvantages but fails to note they are far more expensive than petrol equivalents. V's advocacy of EVs discriminates in favour of the better off. The vastly higher the stock of petrol cars than EVs means it is plainly wrong that most journeys will be made by EVs by 2030. A case for less cars overall OK but the argument for more EVs is weak. A more realistic and innovative plan, calibrated to actual needs, is called for. The suggestion (1.2) to put EV bays next to charge-points is wrong. Placing bays here is discriminatory/unfair on householders with one outside their residence. It prevents them parking outside their home, another encroachment on parking options on top of unwarranted driveways. In car dense terraced streets, restricting options to park means further inconvenience to the elderly (e.g. frail but not 'disabled') and those with young children. It should be dropped.</p>
<p>Practical approach.</p>
<p>It is good that EVs are not being prioritised over walking and cycling</p>
<p>Need more lamppost chargers please</p>

### Comments about 'EV Charging at Home'

<p>I hope not. We have a charging point in our street which does not need a controlled parking bay. Imposing one would reduce ordinary parking, which might be what you are aiming for - CPZ by the back door!</p>
<p>NO. See comment on page one and the following. Objective 1.1 will not work, the 5min walk is simply not practical and a huge barrier. You must accept that or it will not work.</p>

<p>The other issue here is safety for the vehicle, at a time when car theft is at an all-time high.</p> <p>You simply MUST upgrade EVERY lamppost with enough chargers to offer the variety and scale people need. This is the reason people won't buy an electric car sooner - confidence in access to chargers.</p> <p>It is totally unreasonable to expect people to have significant walking journeys, often with luggage and children etc to their car charging spot.</p> <p>I'm afraid that is the reality from my view and others I speak to, until every lamppost and available infrastructure is installed to provide charging, people won't commit to buying the car due to uncertainty about the charging.</p>
<p>The ward I live in (Dulwich Village Ward) has low levels of EV charge points. It is good to see that more are to be installed in this area. The lack of charging infrastructure is a disincentive for residents (who need a car) to switch to an EV.</p>
<p>lamppost chargers are not fast enough if you use your EV regularly</p>
<p>Lacks ambition. A 5 min walk is NOT good enough. That means we will not have enough chargers. This is really really material and critical - people will not adopt full electric - if you don't get more ambitious.</p>
<p>Yes, there will be cables &amp; wires trailing all over the place, queues, congestion, arguments &amp; 'charging rage'. Also cars parked further away from people's homes will make them more vulnerable to car crime.</p>
<p>3.1 price land charge point in Tessa jowell health centre. Restriction on charge point to register.</p>
<p>I think it is ill thought through and not very realistic longterm</p>
<p>seems obvious?</p>
<p>You Southwark council do what the government tell you to do. We will see if 2025 . Everything you do, will change the neighbourhood. and will cost millions. Digging up the roads again to put stuff in all the road surfaces are damaged. Let's see if Tyers Estate will get a fast charging point inside the estate. ?? This Estate is made very difficult to get to. Because of LTN . Stressful for residents..</p>
<p>My main concern is that charging points should never take away space from pedestrians. The light column chargers are very good. Any other chargers should be put in the road with suitable bollard / kerb protection to stop drivers damaging them but they must take space from cars not people.</p>

1.2 Introduce and enforce EV bays in Controlled Parking Zones adjacent to EV chargepoints.

This will further restrict parking opportunities, especially in car dense narrow streets like Beauval Road. It is unfair on residents who wish to park outside their home (including with EVs not being charged) where there is a chargepoint lamppost, and is particularly unhelpful where adjacent parking possibilities are excluded by front garden driveways. EV bays are unused for most of the time (see the 5 in Townley Road for example) and this is likely to continue as the network expands.

I think this is all very positive, however bearing in mind that enabling driving is the LOWEST priority in this survey and that walking, cycling and public transport are intended as the main methods of transport in Southwark. These changes and developments should enable people to own and use an EV to complement other forms of transport.

No parking easy for chargers.

1.1 and 1.3. See comment above:

You simply MUST upgrade EVERY lamppost with enough chargers to offer the variety and scale people need. This is the reason people wont buy an electric car sooner - confidence in access to chargers.

It is totally unreasonable to expect people to have significant walking journeys, often with luggage and children etc to their car charging spot.

Yes. Need to incorporate AFFORDABLE EV charging.

1.1 is a good initial ambition to equalise the provision of chargeposts across the borough. However, it is wholly inadequate to have it as a target for 2026. This should be achieved in 2024. Please note that, based on the population density of Southwark at the 2021 census, each charge point in a 5 minute radius would be serving in excess of 100 EVs. Not every EV would need to be charged every night but this is wholly inadequate.

At the recent Environment and Community Engagement Scrutiny Commission meeting, [...] said that there was currently enough provision of chargers for the current numbers of EVs. This is inverted logic. Residents buy EVs if they can find a way to charge them. If Southwark increase the penetration of chargers, the residents who need cars will buy EVs as opposed to fossil fuel cars. The poor density of chargers is the limiting factor on the switch of fossil fuel to EVs. This limitation needs to be removed.

In residential streets there are perhaps on average 5 cars per lamppost. So we need a charge point in every lamppost where there is on-street parking. And in

addition we need to fill in with the technologies that allow safe on-street charging from homes.

1.2 It is good to have EV bays around lamppost charge points. The next question is how will EV parking bays be enforced? Will enforcement officers have access to EV lists from DVLA? Will EVs be allowed to park in the bays even if they are not charging? Rules need to be set.

1.5 (new additional objective) There should be a specific and urgent plan to put a charger next to every car-club parking bay. And Southwark should work with Zip and the others to convert their fleets to EVs.

#### More, faster chargers

Ambition is ALL street lamps to have charging points. AND have extra chargers installed as well. Only this kind of ambition will allow people to have the confidence to go electric. This is even more important that the govt has pushed back petrol/diesel ban to 2035.

1.1 A greater focus on reliable destination charging points would alleviate the burden of having to roll-out a residential charging network across the borough. If EV owners can rely on charging their vehicles on the occasions they need to use them, the need for residential charging reduces.

1.1 is a ridiculously low target that pays no more than lip service to the idea of making charging more accessible for all.

1.2 is concerning because allocating more EV bays means reducing the number of bays for other vehicles unless more bays will be provided overall. The council is already chipping away at parking provision for residents so I can only see this causing more problems for everyone.

1.3 what exactly does this mean - that you will be doing nothing of any practical significance?

1.4 yo will be replacing motorcycle parking with EV charge points - why?

3.1 turning Camberwell's Morrisons Car Park into a mass charging centre might be helpful

1.2 Introduce and enforce EV bays in Controlled Parking Zones adjacent to EV chargepoints.

What about those of us who don't live in a CPZ? I have campaigned for my road in East Dulwich to have a CPZ, since the lamppost chargers are continually blocked by non-EV vehicles, sometimes for days at a time. (It is also impossible to park anywhere near your house, Monday to Friday.) Plus you can manage to demarcate Car Club-only bays in non-CPZ areas, so why not EVs?

By 2026 is toolong. Increase competition between charging companies as currently char.gy got monopoly on slow chargers.
The technology needs to evolve from where it is now...
1.2 All very well, but if a parking permit is needed to use them then it will not benefit those visiting the borough or who have off street parking and therefore no need for a parking permit, e.g. private estates with their own car parking facilities but no possibility of home charging within them. So, EV spaces in CPZs should be usable by anyone even if they do not have a Southwark parking permit.
I think there should be a consultation with every housing Estate before you even do all this work . Not everybody is a keyboard warrior who works for Southwark Council. . Some people just work & drive home. And don't know about this..
1.2 Introduce and enforce EV bays in Controlled Parking Zones adjacent to EV chargepoints. As explained above and earlier, I would not introduce 1.2 since it is discriminatory and unfair on the great majority of car-owners and especially householders with properties adjacent to chargepoints/lamposts. A particular point is where a chargepoint is adjacent to a set of dropped curbs/driveways in a tight terraced street, e.g. two driveways next a chargepoint and three driveways opposite. Here it would force the non-EV, non-driveway resident previously able to park close to their residence to have to permanently park some way from their home. Furthermore, chargepoints have been installed only on some lamposts (within a street) and only some streets, without consulting residents. This too appears to be unfair. Southwark should listen to local residents' views who are directly affected, i.e by ward. Alternative, more flexible options, such as the use of ducting should be considered. The Vision is narrow in its outlook and should properly explore innovative and more flexible ideas.
They all look fine in principle.
None
1.1 but not in current form, 5mins will not work based on reasoning provided.
See abpve
1.1, 1.2, 1.3 and 2.1 are the most important.  Actions must be judged based on impact per critical resource. Impact is local air quality and greenhouse gas emission improvements relative to fossil fuel cars. The critical resource is money. The poor provision of chargepoints is a huge problem. Residents are buying new fossil fuel cars because they do not have local on-street charging facilities.

Residents are also paving their front gardens to provide off-street provision and this has a multitude of negative environmental impacts.
It's important you ARE committed to increasing the number of EV chargers. In a dense urban borough with few driveways - we need to utilise the public realm - and that needs the council to facilitate it.
3.1 Something like 90% of car journeys are less than 5 miles. If EV drivers can charge their cars whilst visiting supermarkets, shops, hospitals, swimming pools, parks etc. it removes the burden of residential street charging network roll-out.
The whole project is flawed because it is based on a set of dubious assumptions that do not bear up to scientific scrutiny.
1.2 – I think you should aim to make every lamppost a charging point. Then you could just demarcate some of them as EV only. We just need far more charging options to keep up with demand.
1.2 because it has the potential to offer plentiful charging opportunities BUT with the proviso noted in 5. above. 3.1 is also important since it is to be assumed there will be no restrictions on who can use them.
Open the roads to get London moving. Stop clogging up the roads.. charging points where people need them., save time and money and just build hydrogen stations..
1.1, 1.2, 1.3 & 1.4 are the most important
Objectives 2 and 3 are most important  And, if 1.3 can entail a serious look at ducting or other flexible methods I would suggest that.
Delivery of 1.1 & 1.2 is core to the entire concept of EV use in Southwark. 1.3 is extremely complicated, but I'm delighted it is going to be looked into. I don't see 1.4 as terribly important.  2.1, 2.2 & 3.1 are all equally important, though I imagine 3.1 will be more complicated/difficult (and slower) to progress.
It is vital to install many more lamppost charging points.
Take account of those who need a car but cannot afford electric vehicles.

<p>Install chargers in EVERY lamppost and other available infrastructure. This is the most important thing to do or it wont work, 5min walk is irrelevant for most people and they wont convert to EV.</p>
<p>See above</p>
<p>There is lots more that could be done at a national government level.</p> <p>At a borough level, the speed of rollout of on-street chargers needs to be accelerated. The paucity of charge points is the limiting factor on the uptake of EVs by residents.</p> <p>Rules on the provision of drop kerbs need to be tightened as residents will seek to provide off-street charging as an alternative due to the paucity of on-street charging.</p>
<p>set up a Southwark wide energy company to run charging networks</p>
<p>Consider more EV only parking bays at EV chargers , so ICE vehicles don't block them (this happens ALL the time!).</p>
<p>Re-examine the whole idea that there is a 'climate emergency' rather than just assume it must be true because it sounds important.</p>
<p>Don't over invest in this. Wait for how things develop</p>
<p>Yes - enforce the parking restrictions that already exist. I frequently see vehicles parked on double yellow lines for hours (even days) on end.</p>
<p>Employ people that are just not on the Green agenda all the time. Get London moving</p>
<p>Do not discriminate against car owners who cannot afford much more expensive EVs; and make EV owners pay fully for the environmental and social damage they also cause, alongside petrol/diesel car owners. If Southwark wants less cars it should have a policy that is focused on that and not try to push a largely false wedge between EVs and other cars.</p>
<p>Pricing of charging points should have VAT equated at 5% across all.</p> <p>Parking permits on council housing estates should be charged.</p>
<p>My knowledge and understanding of the needs of EVs and their drivers is limited!</p>
<p>Introduce EV bays adjacent to EV chargepoints ESPECIALLY IN AREAS WITH NO CPZ.</p>



## Comments about EV Charging at your destination

<p>There is one in my street. We don't need more.</p>
<p>Very little change:</p> <p>4.1 and 4.2 will be used by those visiting, or those with off-street EV charging, so limited benefit to existing residents without an EV, which they won't buy due to lack of charging close to home (in every lamppost)</p>
<p>Most journeys in London are short. For the domestic fleet, destination (fast) charging is significantly less important than at-home (slow) charging. Destination charging is (I would imagine) much more expensive and will use up more internal Southwark manpower. Yes put in provision (fast) for electric taxis and the freight fleet but focus on the mass of private domestic fossil fuel cars where charger provision is the limiting factor.</p>
<p>You need way more ambition - like 10 fold more. Not enough. We'll be running out of EV chargers by end of 2024. I know this from my own experience of using street chargers in Southwark every other day.</p>
<p>I don't think 40 additional rapid charge points by 2026 will have a meaningful impact at all.</p>
<p>The numbers of proposed charge points are pitifully low. If people really do transition to EVs in the estimated time, this provision will amount to less than a drop in the ocean. It would be laughable if it wasn't so ridiculous.</p>
<p>Not really.</p>
<p>My main concern is parking and the over digitisation of this</p>
<p>seems obvious</p>
<p>If I live in Peckham maybe.</p>
<p>I don't think they will significantly change the neighbourhood or if they do it'll be for the better (so long as no pavement space is affected by any charging points)</p>
<p>Using communal, open areas for EV chargepoints makes sense.</p>
<p>These points are all essential if EV usage is to prove viable in Southwark.</p> <p>Personally, I would prioritise EV chargepoints as opposed to rapid EV chargepoints.</p>

No parking bays for electric charging.
More ambition - more chargers - faster.
4.2 40 additional rapid charge points by 2026 does not seem ambitious at all. You could easily install 40 charge points just across the two council owned car parks you have identified. What about other popular destinations such as leisure facilities, parks, hospitals, shopping centres etc?
Numbers! Many, many, many more EV charging bays will be required to meet the estimated need.
Think about parking and provide a phone number with a person at the end of it
4.2 Set more ambitious targets. As a resident I would use a rapid charger even if it cost more. The shorter the time spent on a charger the more EVs can be charged.
Will we'll see how long it takes. 40 by 2026 I'm guessing these will all be next to council buildings.
It's all important. However, I believe that standard EV chargepoints are more of a priority than rapid ones.

None
That you are going to do something.
It's hard to take the proposal seriously. This is not supposed to be a pilot scheme or an experiment. This is people's real lives & livelihoods. The plans are wholly inadequate.
Think about parking
4.2
Objective 5
Expanding all types and numbers of charging points.
Getting standard EV chargepoints is more important than rapid ones. Could you encourage this on private land also?

no
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More chargers at supermarkets and petrol stations
Faster, more. Increase ambition, EV only parking bays at EV chargers .
The provision of 100 extra rapid charging points over the next 6 years(!) for a population of 300,000+ residents seems woefully inadequate.
A major rethink is required. Start by questioning the science behind the so called 'climate emergency'. The generations coming along behind will be appalled at your gullibility & poor decision making for short term gain.
2026 40 rapid chargers is not enough. If rapid chargers are provided there shouldn't be need for registering your car .
Think about parking
not really
Hydrogen charging stations
Show figures for actual demand for rapid and other chargepoints.
Continue to keep an open mind as EVs evolve.  I believe my husband has filled in this survey to express his dissatisfaction with the current situation regarding having to pay parking fees in order to charge our electric car. We don't have a Southwark parking permit as we have a private parking space off-street. It seems totally unfair that we have to pay for parking when we recharge our car. People who depend on on-street parking are treated more fairly than us - this isn't reasonable, as we are not burdening Southwark streets with our parking needs.

There is one in our street. We don't need more.
Yes if you stick to the plan and get as much funding as possible, but still needs to be able to fund more public chargepoint access than the 5min walk plan.
Take full advantage of private finance from EV charger companies.
EV are not a solution, they are a different unsustainable problem: private car ownership. What's your strategy to promote and boost car sharing/clubs?
7.2 looks very scary. This will change people's lives, let alone their neighbourhoods. It sounds as though more local stealth taxes are being considered.
You don't seem interested in local people and their needs

no change surely
Talk is Cheap. Grants take forever. Government ministers are always involved..
Subsidising EVs make no sense at all
I believe there is a strong need for more standard chargers. Rapid chargers are less important. From my personal standpoint, I resent having to pay for street parking when charging my EV in Rotherhithe. I pay a huge amount of money for private, off-street parking. Why should I also pay to park my car on street while I am charging it? THIS IS TOTALLY UNREASONABLE.

Cut the jargon so what you are saying is intelligible.
Push for more funding and find more funding to install more public chargepoints or it is likely to fail anyway.
Be more ambitious
Yes. Permanently rule out all future stealth taxes for local residents.
Encourage EVs to develop their tech for a lighter vehicle and a more sustainable build
All a bit vague
These are all good, solid objectives.

No clue
6.2 reducing costs
6.2 Most likely to add value to residents
I really don't know enough about the issues surrounding EVs to comment.

Cut the jargon
More chargers, more quickly
What about the reliability of the charging network? Both usage and income generation would be far higher if the network were more reliable and easy-to-use. Have you got accurate numbers on the reliability of the existing charging network?
Revisit the flawed concept of the so called 'climate emergency'.
You are over-egging again!
not really
Hydrogen fuel stations
EV owners should pay towards the full costs of the environmental and social damage their vehicles do, in silimar fashion to petrol/diesel car owners

PLEASE try to make it more fair for those of us who park off street and want to charge our cars. We have to pay for parking as well as charging. Is this reasonable? I think it is seriously unfair. We should be able to park for free whilst charging. We have purchased an electric car because we believe in helping the environment. Please help us to feel this was a good decision.

FYI we only use our car to drive long distances to reach our second home - and for general driving in County Durham because public transport is limited. We never use it to drive in London (who would WANT to? It's a ghastly experience). So we hope you can see our point...

Put in parking bays for EVs to charge at lampposts and mark bays for them in non-CPZ areas.

No - I don't have an electric vehicle and can't afford one. A small petrol car has less environmental impact.

Please refer to response to Q1 on P1.

Focus on the immediate and attainable rollout of on-street charging.

Focus on the unintended consequence of the slow rollout of residents paving over their front gardens.

Electrification of buses, taxis, delivery trucks, delivery vans, all council vehicles including contractors' vehicles such as dust carts

Yes - good you have one. But ambition is woeful - you will fail on your objectives. We need huge increases fast to enable every new car in Southwark to be electric. Otherwise..they will be petrol and diesel.

Have you considered the possibility of peer-to-peer sharing of existing domestic off-street charging points?

It concerns me that the whole strategy is foundationally flawed as it is based on the flawed premise of a so called 'climate emergency'. Future generations will look back on the decisions that are being made now with incredulity.

this technology is very expensive and still young. It needs to evolve into a more sustainable model before you go for the mega roll-out

no

EV vehicles should be allowed to go down any road open up all roads. Stop making people go the long way round wasting energy.. Southwark Council should be recycling more metal & given local residence a discount on their council tax for doing so. Solar panels on government buildings.

No

The Vision is flawed as indicated. There should be no discrimination in favour of EVs over other vehicles and EV owners should pay towards the costs of the environmental and social damage they create, alongside petrol and diesel owners.

The EV plan offers no evidence of the actual demand for chargepoints, now or in the future. Southwark's credibility is damaged by failing to do so. Without such evidence it

is easy to conclude that decisions have already been made and consultation is simply a cover for useful PR but worthless in substance. Southwark Council can surely do better in making its case, unless of course it doesn't have a convincing one which seems to be the conclusion at this point.

An updated EV plan based on proper evidence and the results of the consultation (publicly available please) might restore some credence to this exercise.

Looks generally good with the provisos pointed out. Like the thought of have prohibited parking spaces adjacent to charging points in CPZ. Need to therefore to have many more CPZs across the borough.

There are lots of extra driveways being installed in Dulwich/East Dulwich to access home charging. These rob street space.

Not really. I don't know enough about EVs. But I certainly think you should encourage people like us who only use their EV to drive to rural areas because public transport options are limited.

# Appendix Response to the EV Plan Consultation from the Environment Scrutiny Commission

## 31<sup>st</sup> January 2024

The Environment Scrutiny Commission broadly welcomes the Electric Vehicle Plan and the emphasis placed within it on the ongoing need to reduce all car travel.

The Commission notes that whilst EVs typically run on lower carbon fuel and have lower and less polluting tailpipe emissions than their fossil fuel counterparts, they still present significant negative environmental impacts in construction and disposal and through their non-tailpipe emissions. The fact that they are typically heavier than their fossil fuel counterparts raises their potential to produce particulates from tyres and road dust and presents an elevated risk of harm to more vulnerable road users. Whilst, rightly, there has been great emphasis in public discourse on the need to reduce carbon emissions and on the dangers of air pollution caused by tailpipe emissions, this has helped to promote a narrative in which EVs are portrayed as being environmentally innocuous.

The Commission therefore welcomes the council's ongoing efforts to bust this myth through an emphasis on improving our street environment in accordance with the council's Streets for People Strategy, prioritising active travel, micro-mobility and public transport over travel by any type of private car.

Although there is widespread acknowledgement that EVs produce elevated amounts of particulates from tyres, the Commission has been advised by a leading scientist from Imperial College that research on how these impact human health is still at an early stage. The Commission was advised that the precautionary principle is to reduce the risk of harm that particulates may cause as it is likely that they are deleterious to health and the wider environment.

*The Commission recommends that the council proactively engage with agencies working to establish the impact of non-tailpipe emissions on health and the wider environment, in particular research led the GLA, Imperial College and King's College London.*

The Commission notes that the nationwide lack of EV charging infrastructure is a significant limiting factor in the shift away from fossil fuel powered (ICE) vehicles towards EVs. The decision to switch to an EV will be at least substantially dependent upon guaranteed access to charging facilities and, so far, this is not available. A 2021 survey of vehicles parked in an area of Dulwich Village Ward supported anecdotal evidence that residents of a given street (i.e. of outwardly similar socio-economic status) with off street parking are far more likely to own an EV than those parking on the carriageway, the latter group being more likely to opt for a hybrid or ICE vehicle.

Thus an inevitable result of transition to EVs is the increased demand for off-street parking to facilitate home charging, which is accelerating the loss of planting and permeability in front gardens, whilst residents without this option, if they make the shift at all, may resort to dangling cables into the highway from windows and trees or, worse still, running cables across the public footway.

At its November meeting, the Commission heard from 2 start-up companies who have designed secure pavement channels that sit flush with the pavement surface, which enable home charging without off-street parking. The gullies/channels are installed to traverse the public footway and can house an EV charging cable, enabling cars parked on the carriageway to be charged from an adjacent property without creating any kind of trip hazard.

*The Commission recommends that the Council fully investigates these and similar options for their potential to enhance on-street charging capacity across the borough.*

The introduction and enforcement of EV-only bays around charging points will help to maximise the accessibility of installed public charging points and the Commission welcomes this.

Even with such solutions, ensuring equal access to EV charging regardless of housing type and tenure will remain a significant challenge. This reinforces the point that reducing private car use in our borough will be integral to a fairer future across Southwark. Meanwhile, the Commission welcomes plans to trial EV charging infrastructure on its estates.

In general, there is a concern that if the accessibility of charging infrastructure on residential streets and estates fails to keep pace with expansion of charging infrastructure in destination carparks e.g. around shops and leisure centres, either on private or council land, easier/cheaper/more convenient charging at destination will incentivise more car journeys.

As acknowledged in the EV Plan, there is currently a significant deficit in rapid charging capacity across the borough. Increasing the capacity of rapid charging infrastructure will be key to ensuring the shift towards sustainable freight in the borough and the Commission welcomes these objectives.

Whilst working with landowners to scale up provision of EV charging points on private land such as in car parks around offices, shopping facilities and housing developments, it is essential that this does not serve to further reinforce the concept that visits to such spaces must be made by car. The Commission notes, for example, that most supermarkets prioritise car parking whilst offering insufficient secure parking space for cycles and cargo bikes.

*The Commission recommends that any collaboration with private landlords on increasing the availability and choice of EV chargepoints should be combined with a focus on increasing secure*



parking capacity for both standard and non-standard bikes and generally incentivising active travel. (The Commission takes for granted that the council will adopt this approach on its own land.)

The Commission notes the ambition to increase the number of CPOs operating in the borough to provide a range of tariffs to users. The Commission welcomes the focus on securing sustainable funding and exploring opportunities of income generation from its charging infrastructure that will, in turn, support further expansion of charging capacity and active travel opportunities.

The EV Plan includes actions to encourage residents' transition away from ICE vehicles, and the council's transition to EV freight, however it is largely silent on commercial EV freight. The Commission understands that a Freight Plan is due in spring. This is important as HGVs and LGVs account for 30% of road transport GHG emissions (2019 figures), second only to private cars (51%).

The Commission recommends that more thought is given to the interface between the EV Plan and the emerging Freight Plan strategy for the whole borough, beyond actions for the Council's own fleet.

The Commission recommends a focus on reducing the overall number of vehicular freight journeys by road, through investment in a Freight Plan that prioritises the interface with rail, river and the use of cargo bikes to facilitate last mile delivery solutions whilst, lower down the hierarchy, supporting road logistics hubs that incorporate EVs.