



London Borough of Merton

Recommendations arising from the scrutiny task group review of Electric Vehicle Charging.

Sustainable Communities Overview & Scrutiny Panel

Task group membership

Councillor Laxmi Attawar (Chair)
Councillor John Braithwaite
Councillor Caroline Charles
Councillor Daniel Holden
Councillor Stephen Mercer
Councillor Slawek Szczepanski
Councillor Matthew Willis

Scrutiny support:

Rosie Mckeever, Scrutiny Officer

Terms of reference

- To scrutinise the current electric vehicle charging performance
- To identify existing best practice in Merton and elsewhere that could inform the council's future approach to expanding its EV infrastructure. Include cables channels in pavements, hubs.
- To make recommendations that will help create an electric vehicle strategy for Merton.
- To propose credible short term quick wins that the Council can achieve – including by lobbying Government and TFL

List of task group's recommendations

The purpose of the below recommendations are to help shape the electric vehicle strategy for Merton.

Recommendation 1
The Council runs 15/20 trials across the borough to test the operation and benefits of cable channels and other home charging alternatives. For example, Gul-e and KERBO.
Recommendation 2
This Council will lobby the government for fairer VAT charging between the cost for home charging and on street charging for electric vehicles.
Recommendation 3
Range of charging types and speeds to be spread as evenly as possible throughout the borough.
Recommendation 4
Ensure all dedicated EV bays have appropriate and clear signs. These should include CPZ zone, the operational periods of the EV bay, whether parking in EV bays is only allowed if the vehicle is charging, etc. The borough needs consistent signs to inform drivers.
Recommendation 5
This Council should lead by example and have EV charging points in their car parks and encourage the provision and installation of charge points in council premises, community centres, libraries, and schools. The Council should seek all available Government grants to maximise their potential in achieving the above.
Recommendation 6
Procurement policies should insist fleets are electric where possible and if not available then alternative sustainable power should be required.
Recommendation 7
Cabinet reviews its policy on street decluttering to include such things as electric vehicle chargers and cables on public footpaths, ensuring public safety and accessibility.
Recommendation 8
After the successful roll out of lamp column chargers, the Council needs to focus its energy on rapid charge points, on a par with other neighbouring boroughs, such as Wandsworth, by 2026.
Recommendation 9
Given the increasing proportion of electric cars, undertake a review of parking and permit charges for electric vehicles in 2026.
Recommendation 10
Strongly encourage all Housing Associations to maximise their provision of electric vehicle charging for residents.

The Cabinet Member to immediately write to all Housing Associations to ask for their current proposals.

The Council will support Housing Associations in their applications for Government grants.

Recommendation 11

If the Council rolls out a Cable Channel charging scheme (i.e., Gul-e) across the borough, the EV Task Group strongly recommends that an ownership model by the Highway Authority is chosen. This will mean the Highway Authority commissions the installation, provides maintenance, and either licences or otherwise permits use by the resident and may recoup costs from the user as such.

Consideration should also be given to insurance requirements being included within the strategy. For example, should residents take out appropriate insurance, to cover for any claims from members of the public, for accidents that might be caused because of an installed 'cable channel'.

Recommendation 12

Dedicated EV charging units to be sympathetic to environment (e.g. black or green colour rather than white) to better blend into the environment/streetscape.

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