CABINET

Report subject	**Our Place and Environment: Cross-Pavement Electric Vehicle (EV) Charging Trial**
Meeting date	16 July 2025
Status	Public Report
Executive summary	The council has received requests from several residents who do not have off-street parking and use, or are planning to use, an electric car or van. This paper sets out arrangements for a trial to permit them to install a cross-pavement gully channel. This is to enable the vehicle to be charged from the domestic electricity supply using a cable inserted into a channel just below the surface of the pavement and safely out of the way of pedestrians and wheelchair users. The purpose of this paper is to seek council approval for the trial of EV gully charger installations, the outcome of which would inform a Council policy on such installations. The installations would be at the cost of the householder.
Recommendations	**It is RECOMMENDED that:** **(a) Cabinet agrees and recommends to Council the introduction of a trial cross-pavement Electric Vehicle charging solution with charging gullies being set into the footway** **(b) Cabinet recommends to Council that charging gully installations will need to comply with the criteria set out in Appendix 1** **(c) Cabinet recommends to Council that a policy for the installation of charging gullies be developed following the outcome of the trial**

Reason for recommendations	(a) The council has received several requests from residents with electric vehicles (EVs) or wishing to use an EV who do not have off-road parking and as a result are unable to charge an EV at home. (b) The decision to allow the installation of a cross-pavement solution in the public highway rests with the local authority. which should be satisfied it meets construction, safety, accessibility, and other standards before agreeing to the apparatus being installed on a public highway. Temporary solutions, such as cable covers or mats, which may be placed on top of a cable, can be pedestrian trip hazards as well as a danger to wheelchairs/pushchairs. (c) The trial is required to support the development of a policy for the installation of charging gullies.

Portfolio Holder(s):	Councillor Andy Hadley, Cabinet Member for Climate Mitigation, Energy and Environment
Corporate Director	Glynn Barton, Chief Operations Officer
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Wards	Council-wide
Classification	For Recommendation

Background

1. At its meeting on 9 January 2024, Council resolved to adopt the BCP Public Electric Vehicle Infrastructure (PEVIS) Strategy to 2030. It also resolved that *"Council continues to investigate a range of technologies and solutions, such as gullies, pop-up and lamp post chargers, to facilitate and establish comprehensive on-street electric vehicle charging on residential roads to help residents without access to driveways to transition conveniently and affordably to electric vehicles which is a crucial part of our ambitions to address climate change."*

2. It is estimated[1] that 27% of households within the BCP Council area are reliant on on-street parking which suggests that a high proportion of households will require

[1] Electric Vehicle Charging Study - Peninsula Transport and Western Gateway

access to public chargers, or a facility to use their own domestic supply, if they are to transition to an electric vehicle.

3. Low-powered public chargers located on-street in residential areas will be delivered through the Local Electric Vehicle Infrastructure (LEVI) Capital Fund Grant funding award (£1.447m). It is expected that the first of these chargers will be installed in the autumn of 2025. However, there are currently no arrangements in place for residents without off-street parking to charge electric vehicles from their own domestic electricity supply.

4. The cost of charging an EV at home (slow charging during the off peak) can be as low as around 7p per kWh depending on the supplier/tariff compared with approximately 44p to 89p per kWh at a public charging station (depending on the charging speed and the Charge Point Operator). There is therefore a cost benefit to charge an EV from a domestic supply as well as it being more convenient for most people.

5. Charging at home for residents without a driveway may be achieved through the installation of channels, or gullies, set into pavements that, whilst charging, safely house the electric cable linking the EV to the domestic charge point. This report recommends the introduction of EV charging gullies on a trial basis.

6. The council does not support temporary cross-pavement solutions, such as cable covers or mats, which may be placed on top of a cable. These create a small ramp which can be pedestrian trip hazards and pose a risk to users of wheelchairs and buggies. Cables across the path, or hanging overhead, are considered a hazard. It is an offence under The Highways Act 1980 S.178 to place wires or other apparatus across a path without the consent of the highway authority.

7. In December 2024 the government's Office for Zero Emission Vehicles (OZEV) published guidance on Cross-Pavement solutions for charging Electric Vehicles.

8. The guidance identified:

    i. The cross-pavement charging solutions market is at an early stage. However, a variety of solutions have been trialled by local authorities.

    ii. The decision to allow the installation of a cross-pavement solution in the public highway rests with the local authority and the suitability of an individual location is dependent on a number of factors.

    iii. For any cross-pavement charging solution, the local authority should be satisfied it meets construction, safety, accessibility, and other standards before agreeing to the apparatus being installed on a public highway.

9. The installation of a cross-pavement EV charging gully does not give the resident ownership or priority to the parking space outside their home. Exceptions to this may apply, when, for example, the space is a designated disabled parking bay.

10. Consideration needs to be given to whether any local parking restrictions or permit systems are in place or are intended, such as controlled parking zones or double yellow lines. Also, the type of pavement construction, width of the pavement, existing utilities cabling, piping, tree roots and the safety of the intended parking area need to be assessed to establish the suitability for a charging gully.

11. The council is receiving an increasing number of requests from residents for cross-pavement gully chargers. This includes people who have electric cars issued under the Motability Scheme. Some residents making the request have said they are

prepared to pay for the installation costs. The council does not have a dedicated budget for EV charging gullies and the LEVI funding is fully allocated to the provision of on-street charge points.

12. As well as the EV charging gully, a residential chargepoint or 'safe socket' is also required. A government grant is available providing EV drivers with support towards the costs of the purchase and installation of EV chargepoints at residential properties if they are also installing a cross-pavement charging solution. 75% off the cost to buy and install a socket is available until 3 April 2026, up to a maximum of £350.

13. The typical cost of an EV charging gully is approximately £650 after deducting the £350 government grant. In addition, a chargepoint costs in the region of £1,000 depending on the functionality and size of the equipment. A cheaper simple 'safe socket' costs approximately £635. Therefore, a full EV charging gully installation with socket/chargepoint would be around £1,300 - £1,650 with the grant.

14. Planning permission is not required for EV charging gullies or the associated domestic EV chargepoint. With regards to the chargepoint, on 8 May 2025 a Statutory Instrument[2] was laid which included changes "permitting off-street outlets and upstands for recharging electric vehicles to be installed within 2 metres of a highway".

15. There are a small number of suppliers of EV charging gullies. Those that have been trialled in other local authority areas include Kerbo Charge; Charge Gully; and Gul-e. The council is in contact with these local authorities and the Senior EV Officer has visited to view these products and enquired regarding their maintenance and durability.

Proposed Trial

16. It is proposed to invite residents that have expressed an interest in the installation of an EV charging gully to take part in the trial. The aim would be for between 6 and 10 installations. Interested residents would be invited to apply for a Licence under the New Roads and Street Works Act 1991, Section 50, to install the EV charging gully. As per the process to apply for a dropped kerb at a residential property, there would be an application and site inspection fee of £130.

17. If the location is considered suitable for an EV charging gully and the applicant meets the criteria set out in **Appendix 1**, they will be given authorisation to undertake the installation – note this includes:

    - the council approving the EV charging gully type
    - the contractor chosen to carry out the works being Street works accredited
    - the applicant having indemnity insurance to cover any claims for damage or injury from the start date of the installation onwards as result of the EV charging gully

18. Once the work is complete, the applicant will be required to notify the council, and a further inspection will be undertaken.

19. The resident will be responsible for the on-going maintenance of the channel and will be required to resolve any failures with the unit in a timely manner. If, following

[2] The Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2025

the installation of the EV charging gully, the resident moves address, confirmation will be required of, either the new owner/tenant taking responsibility for the EV choring gully, or, the outgoing resident will be required to remove the gully and make good the footway.

Options Appraisal

20. The possible options for Members to consider are:

    a) Support the introduction of an EV Charging Gully trial to assess the suitability of this infrastructure as a long-term cross-pavement charging solution **(Recommended)**.

    b) Introduce EV charging gullies under a Licencing arrangement without a trial period **(Not Recommended)**.

    c) Refuse applications for EV charging gullies and direct residents to their nearest public charger **(Not Recommended).**

Summary of financial implications

21. Residents applying to be part of the EV gully charger trial would be required cover all installation and maintenance costs. They would also be required to pay a Licence fee which will cover the cost of the inspections by the council.

22. Monitoring of the trial would be undertaken by the Senior EV Project Officer whose post is currently fully funded by the LEVI Capability Fund.

Summary of legal implications

23. Section 178 of the Highways Act provides that no one shall place cables across the highway without the highway authority's consent, and section 162 provides that a person who places wire or other apparatus across the highway in such a way as to cause a danger to users is guilty of an offence and liable to pay a fine.

24. Due to the potential risks associated with unattended trailing cable across footways, it is council policy that we do not permit trailing of cables over pavements. This includes across the footway surface covered by a heavy-duty cable covering or an overhead gantry system.

Summary of human resources implications

25. Site inspections would be required prior to and following the installation of the EV gully charger. This would be undertaken by a suitably qualified officer in Neighbourhood Services following similar arrangements to those already in place for a dropped kerb at a residential property. The cost of this would be met from the site inspection fee.

26. Monitoring of the trial would be undertaken by the Senior EV Project Officer whose post is currently fully funded by the LEVI Capability Fund.

Summary of sustainability impact

27. A Decision Impact Assessment DIA Proposal ID 715 has been created for this decision.

Impact Summary

Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	
Waste & Resource Use	Green - Only positive impacts identified	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills	Amber - Minor negative impacts identified / unknown impacts	
Natural Environment	Amber - Minor negative impacts identified / unknown impacts	
Sustainable Procurement	No positive or negative impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is:

Answers provided indicate that the carbon footprint of the proposal is:	**Low**	

Summary of public health implications

28. The installation of EV gully chargers would support the transition to EVs from more polluting petrol and diesel alternatives. EVs offer several public health benefits by reducing air pollution, noise pollution, and improving overall health outcomes. EVs produce zero tailpipe emissions, leading to cleaner air, which can reduce the risk of respiratory illnesses, cardiovascular diseases, and other health problems associated

with air pollution. Additionally, EVs are quieter than traditional internal combustion engines, reducing noise pollution in urban areas, which can positively impact mental and physical well-being.

29. Properly installed EV charging gullies would reduce the likelihood of cables being trailed across pavements causing a potential hazard for footway users.

Summary of equality implications

30. EIA conversation/screening.

    (a) An EIA conversation/screening document has been completed and considered by the EIA Panel. The Panel provided an Overall rating of **Amber** – good to go subject to minor changes or mitigating actions being put in place and followed through in the development of the project.

    (b) The impact assessment summary is as follows:

    - Mainly positive implications have been identified from the trial introduction of EV charging gullies.
    - People of driving age (17+) who are living in a property without off-street parking and either drive an EV (car or van) or wish to drive an EV will be the main beneficiaries. There will also be a financial benefit for these people after the installation costs have been met due to the significantly lower cost of electricity from a domestic supply compared with public chargers.
    - Some of these residents have been identified as having a disability affecting their mobility as they are part of the Motability Scheme.
    - Trailing cables across pavements is potentially hazardous (this is not permitted though is happening at some locations). Properly installed EV charging gullies overcome this issue.
    - Increased numbers of EVs will improve the local air quality for all due to there being zero emissions at the vehicle tailpipe.
    - Only a small number of negative impacts have been identified for trial installations of EV charger gullies.
    - A negative implication could be the 'up front' cost of around £1,300 - £1,650 for the charging gully plus the chargepoint after existing government grants are taken into account. In mitigation, it is proposed to explore the potential for additional future government grant funding to off-set this cost.
    - A further potential negative implication is the disruption to pavement users, including wheelchair users or people pushing buggies, anticipated during the installation of the EV charger gully. However, installation is expected to be very quick, and it is likely it could be paused if people need to use the pavement during the installation.

Summary of risk assessment

31. There are no significant risks associated with introduction of an EV charging gully trial involving a small number of residential properties. However, the following risks and mitigations have been identified as follows:

    (a) Substandard infrastructure installed with potential hazardous consequences. Mitigation – For the purposes of the trial, only EV charging gullies that have

performed satisfactorily in other local authority trials will be accepted for the BCP Council trial.

(b) Poor standard of installation of EV charging gully by contractor resulting in potential safety hazards. Mitigation - The contractor chosen to carry out the work will need to be a Street works accredited contractor The Council's Neighbourhood Services will also need to be satisfied with the installation before a Licence can be issued.

(c) Following the installation of the EV charging gully, the resident moves address. Mitigation – Confirmation will be required of, either the new owner/tenant taking responsibility for the EV charging gully, or the outgoing resident will be required to remove the gully and make good the footway.

Background papers

1. BCP Public Electric Vehicle Infrastructure (PEVIS) Strategy to 2030.
2. Electric Vehicle Charging Study - Peninsula Transport and Western Gateway.
3. Guidance on Cross-Pavement solutions for charging Electric Vehicles.
4. The Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2025

Appendices

Appendix 1 - Criteria requirements for EV charging gully installations.

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Applicant's Name, address, contact details.
Site details – Road name and number, Post code
Applicant to confirm:

- The works will be undertaken by a Street works accredited contractor.
- Accredited contractor details.
- Proposed start and end dates for the work.
- Details of any traffic management.
- The works referred will be conducted in accordance with the requirements of the New Roads & Street Works Act 1991 ("NRSWA"), associated legislation and codes of practice, together with any other conditions imposed by the Highway Authority in the relevant Licence.
- The accredited contractor has signed a declaration confirming responsibility for the maintenance of the channel and resolve any failures with the unit in a timely manner.
- The installation guarantee period.
- Gully supplier name and product to be installed.
- The appropriate fee will be paid to the council.
- They will indemnify the Highway Authority against any claim in respect of injury, damage or loss arising out of:
  - the placing or presence in the street of apparatus to which the licence relates, or
  - the execution by any person of any works authorised by the licence.
- That any amendments to the details of the works (including dates of commencement and completion) will be notified to the Highway Authority as soon as they are known.
- That they are responsible for the maintenance of the channel and will look to resolve any failures with the unit in a timely manner, similarly they accept that should an accident occur the liability sits with them as the licence holder.
- If they move address, there will be requirement of either the new owner/tenant taking responsibility for the EV charging gully or the outgoing resident will be required to remove the gully and make good the footway.