London Borough of Waltham Forest

Report Title	Electric Vehicle Charging Point Strategy 2026-2030
Meeting / Date	Cabinet, 13 January 2026
Cabinet portfolio	Councillor Clyde Loakes, Deputy Leader (Climate and Air Quality) 
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Wards affected	All
Public access	Open
Appendices	Appendix A - 2026-2030 Electric Vehicle Charging Point Strategy Appendix B – Equalities Screening

1. Summary

1.1 This report provides Cabinet with an overview of the outcomes of the 2020-2025 Electric Vehicle Charging Point Strategy and the proposed updates which will be included within the 2026-2030 Electric Vehicle Charging Point Strategy. It is requested that Cabinet approve the proposed 2026-2030 Electric Vehicle Charging Point Strategy.

2. Recommendations

2.1 Cabinet is recommended to:

2.2 Note the outcomes of the 2020-2025 Electric Vehicle Charging Point Strategy;

2.3 Review the proposed updates which will be included within the 2026-2030 Electric Vehicle Charging Point Strategy; and

2.4 Approve the proposed 2026-2030 Electric Vehicle Charging Point Strategy (Appendix A).

3. Proposals

3.1 The Council has a target that 80% of journeys that start or end in the borough will be made by walking, cycling or using public transport by 2030, ahead of the Mayor of London's 2041 target. Based on data from the London Travel Demand Survey from 2022-23 and 2023-24, the current active and sustainable mode share in the borough is 67%. For the remaining journeys, these should be made as sustainably as possible, using Car Clubs and Electric Vehicles ("EVs"), to reduce emissions created by transport, particularly those from private vehicles.

3.2 EVs have the potential to offer great benefits to residents, businesses and visitors who need to use a vehicle in terms of health, the environment and reduced running costs over the lifetime of the vehicle. EVs are part of the tool kit for decarbonising transport emissions and are an important component of improving local air quality and reducing premature deaths and health risks associated with exposure to toxic air.

3.3 The Council published its first Electric Vehicle Charging Point Strategy in 2020 when there were just 93 sockets in the borough; as of October 2025 there are now 1,639 sockets with demand and technologies continuing to gain rapid momentum. Based on data published by Cenex in April 2025, the Council is currently five years ahead of public charging point demand. However, a recent study from them estimates that 2,686 public sockets are required in Waltham Forest by 2030 to meet anticipated levels of demand, therefore demonstrating the need to install an extensive network.

3.4 As of March 2024, there are 2,965 EVs registered in the borough, which represents a 650.6% increase in the number of vehicles compared to March 2019 when there were 395. DVLA data shows that since our first EV Strategy was published, there has been an average quarterly increase in the number of EVs in the borough of 10%.

3.5 The DfT publishes the number of EV charging devices per local authority in the UK on a quarterly basis. As of October 2025, Waltham Forest is ranked seventh in the UK and sixth in London for the number of devices.

3.6 The Council's first EV Charging Point Strategy had six key objectives:

1. Continue to deliver an EV charging network that meets the demands of residents, businesses and visitors;
2. Design sites that take into consideration other road users, particularly pedestrians;
3. Suitable coverage of the borough by 2025 (the target is for 80% of residents and businesses to be within 250m of a charging point by 2025);
4. Ensure the charging network has capacity for further expansion;
5. Encourage the uptake of EVs through initiatives and public engagement;

6. Identify income opportunities that will lead to the provision and maintenance of charging points becoming cost neutral to the borough.

3.7 Objective 1 outcomes:

- There are now 1,140 5.5kW lamp column charging points, 46 7kW freestanding charging points and 449 22kW charging points in residential areas of Waltham Forest. This mixture provides a choice of charging speed and operator for residents and enables them to charge easily both during the day and overnight.
- The vast majority of the Council's lamp column charging points are installed in clusters to form small networks for residents. This ensures residents have options within their area and Controlled Parking Zone (CPZ) so if a socket is in use they have another nearby that they can use.
- All freestanding charging points that have been installed since the Strategy was published have been installed on the carriageway rather than the footway, ensuring that space is not compromised for people walking and wheeling.

3.8 Objective 2 outcomes:

- The Council's LEVI Pilot programme supports the trial of accessible freestanding EV charging points across the borough. This innovative project will pilot infrastructure that has been designed in consultation with local accessibility and mobility groups and will feature specially designed build-outs and larger bays to cater for EV drivers with additional mobility needs. Consultation on approximately 60 new sockets in partnership with Believ will take place in early 2026, with installations commencing in spring 2026.
- As part of the upcoming procurement for the Council's LEVI programme, all charging points must be PAS 1899:2022 compliant, which provides specifications to support the building of an inclusive EV charging infrastructure in the UK. This is an evolving field with guidance and best practice continuously developing.

3.9 Objective 3 outcomes:

- ChargePoint Navigator, which is a tool to assist with planning on-street charging points for households without driveways, estimates that there are 65,734 on-street households in Waltham Forest without off-street parking. It estimates that 56,129 households (86%) are within 250m or a 4-minute walk of a charging point, which is ahead of our target of 80%.

3.10 Objective 4 outcomes:

- All new developments that are being considered for planning approval will include the installation of at least some active EV

charging infrastructure, with some also including passive provision for future expansion.

- All lamp columns containing charging sockets are installed at the front of the footway to minimise trailing cables.

3.11 Objective 5 outcomes:

- As of January 2025, 48 sockets have been installed with funding from the Government's Workplace Charging Scheme, which is running until March 2026. More promotion directly to businesses will be done to support the uptake of this in early 2026.

3.12 Objective 6 outcomes:

- To date the Council has received the following external grant funding:
  - £242,000 -TfL GULCS
  - £1,182,795 – DfT OLEV/OZEV ORCS
  - £1,689,000 – DfT OZEV LEVI/LEVI Pilot
- In total £3,113,795 has been received to date, of which £1,689,000 is available and profiled to spend in 2026-2028. The Council will continue to identify funding opportunities to obtain maximum benefit for Waltham Forest residents.
- All current EV charging point contracts ensure the operators cover all planned and reactive maintenance costs, and this will be best practice for any future procurements and contracts.

3.13 The six objectives contributed towards an overall target for the number of each type of charging point in the borough by 2025. These are included in Table 1 below alongside our current position:

Type	**2020-2025 Strategy target number of sockets for 2025**	**Actual number of sockets (as of October 2025)**
Lamp column (5.5kW)	300	1,140
Standard freestanding (7kW or 22kW)	158	495
Rapid freestanding (50kW+)	30	4
Total	**488**	**1,639 (excluding those installed on private land)**

3.14 The aim of the 2026-2030 EV Charging Point Strategy is to build upon the success of the 2020-2025 Strategy, acknowledge and take into account changes in technology, funding workstreams and legislation,

and provide an action plan on how the six objectives will be delivered 2026-2030.

3.15 It is proposed that this strategy update focuses on the following six objectives and 19 sub-objectives:

3.15.1 Deliver an EV charging point network that enables residents, businesses and visitors to use an EV if they are unable to walk, cycle or use public transport, with 95% of households without access to off-street parking to be within 200m of a charging point by 2030.

- Provide a mixture of 5.5kW lamp column and freestanding 7kW and 22kW charging points in residential areas.
- Introduce EV only bays at lamp column charging points, where appropriate and necessary, to increase accessibility and availability of sockets for EVs.
- Install EV charging points in locations where there is current demand, but also where there are gaps within the network, to ensure a full and consistent coverage across the borough.
- Ensure charging points are retrofitted on all current LBWF Housing Estates, where feasible, to enable access for all residents. These should be introduced, managed and maintained as part of the wider public EV charging point network.
- Support workplaces to introduce EV charging infrastructure, including at LBWF sites.
- Identify locations for rapid charging infrastructure both in off and on-street locations.
- Ensure charging points in town centres are installed in high visibility, high footfall areas without compromising road or pavement space.

3.15.2 Design accessible and inclusive charging point sites that do not impact people walking and wheeling and enable residents of all abilities to easily and confidently charge their vehicles.

- Ensure all freestanding charging points are installed on build-outs on the carriageway rather than the footway.
- Design future charging points so they are compliant with PAS 1899:2022 regulations where possible.
- Retrofit existing charging points with features to improve accessibility and compliance with PAS 1899:2022 regulations so that all residents are within 1km of a more accessible charging point.

3.15.3 Ensure the charging network has capacity for further expansion.

- Ensure that active and passive charging points are included for consideration at the planning stage as part of all new housing developments, in line with the London Plan and LBWF Local Plan

Part 1, and all housing on all re-development sites, and work with the Planning Team and developers to support the delivery of these.

- Embed capacity for EV infrastructure into other Highways and Transport projects and programmes.

3.15.4 Encourage the uptake of EVs, whether privately owned, rented or car sharing, through initiatives and public engagement.

- Plan and implement a dedicated engagement and communications plan for EVs.
- Continue to install charging points in fixed Car Club bays and provide for flexible Car Clubs, subject to funding availability.
- Promote local and national grant opportunities for the installation of charging infrastructure at workplaces and properties with off-street parking.
- Use trials to share information and lessons learnt (for example of the adoption of EV salary sacrifice schemes for local businesses), familiarise residents and users with the technology, and to raise public awareness.

3.15.5 Ensure that using a public EV charging point does not cost more than refuelling a petrol or diesel vehicle.

- Through procurements and contract negotiations, work with charging point operators to ensure that any changes to tariffs are broadly aligned with changes to energy prices.
- Continue to lobby the Government to reduce the rate of VAT applied to public EV charging from 20% to 5% so it is aligned with the rate applied to domestic charging.

3.15.6 Identify opportunities that will ensure the provision and maintenance of charging points is at least cost neutral to the Council.

- Maximise the use of external funding opportunities for the introduction and maintenance of charging points.
- Through procurements and contract negotiations, a revenue share or alternative annual fee should be paid by charging point operators to the Council to cover management of the network.

3.16 The proposed 2026-2030 EV Charging Point Strategy is attached at Appendix A. Each objective is broken down into the reason for the objective's inclusion and an action plan on how it will be achieved.

3.17 By working towards and achieving these objectives, it is expected that there will be approximately 2,001 EV charging sockets in the borough by spring 2026, and at least 2,711 by spring 2030. This is based upon current known workstreams and funding. However, it is likely, although not confirmed, that additional workstreams and grant opportunities will become available in the next five years which will enable the Council to expand its network further.

4. Options & Alternatives Considered

4.1 If the EV Strategy was not updated the Council could continue to align its programme with the 2020-2025 Strategy, however the vast majority of the targets have now been achieved and it does not take into account changes in policies and technologies over the past five years. For these reasons it is not recommended to proceed with this option and a new strategy should be adopted.

5. Council Strategic Priorities (and other National or Local Policies or Strategies)

5.1 Action 9 of the LBWF Climate Action Plan is to 'expand EV charging across the borough' and 'make it possible for all residents to charge EVs by providing enough public charging points within a short walk of their homes and making it easier for residents to use off-street (home) charging points'. Mission 5 of the Mission Waltham Forest Strategy is to 'lead the way for a net-zero borough' and 'expand safe streets and improve our pedestrian, cycling and EV infrastructure, so the majority of journeys in Waltham Forest are taken by sustainable means or zero emissions public transport'. This proposed Strategy directly aligns with both of these objectives and outlines steps that will be taken to achieve them.

5.2 Wider national policy developments will influence demand for EVs in the borough. The Government's net-zero strategy and Zero-Emission Vehicle (ZEV) mandate introduced in 2024, will dramatically increase EV uptake. By 2030 up to 10 million EVs are expected on UK roads and the ZEV rule requires 80% of new car sales to be zero-emission by 2030. Furthermore, the sale of new petrol and diesel cars will end in 2035, and therefore the Council needs to ensure that its public charging network is capable of supporting the projected increase in demand ahead of this.

5.3 However, in the Autumn Budget 2025, the Chancellor announced that EVs will be subject to a mileage-based charge on battery electric cars of 3p per mile and plug-in hybrid cars of 1.5p per mile from April 2028. The Office for Budget Responsibility (OBR) reckons that this move will reduce demand for EVs, estimating that around 440,000 fewer EVs could be sold in the five-year forecast period as a result of the changes. However, measures to incentivize EVs (such as increasing the Expensive Car Supplement threshold from £40,000 to £50,000) will offset this figure by 320,000, according to the OBR.

6. Consultation

6.1 The Climate Scrutiny Committee considered this on 11 September 2025. The Committee made the recommendation that the Council implement a minimum radius for residents to be within to access accessible EV charging points. The sub-objective 'retrofit existing charging points with features to improve accessibility and compliance with PAS 1899:2022

regulations so that all residents are within 1km of a more accessible charging point' was subsequently added.

6.2 Between 19 September and 12 October 2025, an online survey was conducted with residents, complemented by in-person drop-in sessions at Lea Bridge, Walthamstow, and Hale End libraries during the same period. In total 285 responses were received to the survey, of which a third were from existing EV owners. Key barriers raised were access to charging sockets in residential areas, the cost of charging vehicles, the cost of owning or leasing an EV and the mileage range of vehicles currently on the market.

6.3 A focus group was held with 12 members of the Climate Residents Panel on 20 October 2025. A range of residents attended; one who already had an EV, many who had never considered an EV, and one who was not supportive of the adoption of EVs. This led to varied discussion points including the cost of charging and the transparency of pricing, the importance of informing residents of upcoming EV charging socket installations, whether parking controls should be implemented alongside the installation of sockets, and the impact of digital literacy on adoption.

6.4 The proposed Strategy was presented to the Senior Leadership Team on 25 November 2025 and at the Climate and Air Quality Portfolio Lead Meeting on 26 November 2025.

7. Implications

7.1 Finance, Value for Money and Risk

7.1.1 The proposed 2026–2030 Electric Vehicle Charging Point Strategy does not create any direct financial burden on the Council's core budget. Delivery will be funded through external grants and identified funding streams, with additional opportunities actively pursued to maintain cost neutrality. To date, £3.114m has been secured, of which a remaining balance of £1.689m is currently uncommitted and is profiled for spend in 2026–2028.

7.1.2 All current and future contracts require charging point operators to cover planned and reactive maintenance costs, reducing operational risk. Revenue generation is expected through annual fees or revenue-sharing arrangements, with initial income of approximately £0.017m forecast for 2025/26 and potential for growth as the network expands.

Funding available and profiled via CSAMG:		
2026-28	LEVI Capital	£1.442
2025-26	LEVI Pilot	£0.247
Total		£1.689

7.1.3 Value for Money

The strategy is cost-neutral, funded by external grants, and supported by operator maintenance and emerging income streams. It delivers

clear public benefits, including improved air quality and sustainable transport options.

7.1.4 Risk

Key risks include funding delays, tariff affordability, and changes in EV demand. Mitigations include grant pipeline management, tariff controls in contracts, and flexible rollout plans. Residual risk is assessed as low and manageable.

7.2 Legal

7.2.1 The planning, installation and operation of EV charging points will continue to be undertaken in line with the relevant regulations, standards and good practice.

7.2.2 Procurement of charging point operators arising from the strategy will be undertaken in accordance with the Procurement Act 2023 and the Council's Contract Procedure Rules.

7.3 Equalities and Diversity

7.3.1 An Equalities Impact Assessment was completed in January 2025. The assessment concluded that the borough's EV charging network is accessible to all residents, with no identified negative or adverse impacts. This conclusion was based on desktop research, review of external studies, and analysis of resident feedback received both before and after charge point installations. The Council will continue to monitor the network's impact and incorporate resident feedback into future strategy updates. The full Equalities Impact Assessment screening document is appended at Appendix B.

7.4 Sustainability (including climate change, health, crime and disorder)

7.4.1 The objectives of the proposed EV Strategy are anticipated to have a positive impact on environmental sustainability and contribute to achieving the goals of the Council's Climate Action Plan and Air Quality Action Plan.

7.4.2 The growth in the adoption of EVs will result in the decarbonisation of transport emissions, leading to improved local air quality and a reduction in premature deaths and health risks associated with exposure to toxic air.

7.4.3 The strategy also includes measures to make the rollout and adoption of EVs more equitable, including ensuring new EV charging points do not make footways less accessible for pedestrians, and ensuring that residents in our Council housing estates have easy access to charging facilities. This will help ensure the health benefits of the transition to EVs are more evenly distributed across the population.

7.4.4 While the strategy does not present any notable crime and disorder implications, it does consider safety in the placement of charging points in well-lit and, where possible, high-footfall locations to ensure users feel safe when using the charging points at all times

7.5 Council Infrastructure

7.5.1 The proposals will be met within the existing Council infrastructure and resources.

Background Information (as defined by Local Government (Access to Information) Act 1985)

Not applicable.