WALTHAM FOREST'S ELECTRIC VEHICLE CHARGING POINT STRATEGY

2026 - 2030

Waltham Forest

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page numbers once layout confirmed

Waltham Forest

OVERVIEW

Waltham Forest aims for 80% of all journeys that start or end in the borough to 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, this current mode share in the borough is 67%. For the remaining 20% of journeys, we want these to be made as sustainably as possible, using Car Clubs and Electric Vehicles (EVs), to reduce emissions created by transport, particularly those from private vehicles.

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. They are a key 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. Furthermore, the Government has implemented a ban on the sale of new petrol and diesel vehicles from 2030, and this will accelerate the transition to EVs further.

Since 2018 we have been developing a network of public EV charging points to support residents, businesses and visitors to adopt cleaner methods of transportation, especially for properties that do not have access to off-street parking. Our first EV Charging Point Strategy was published in 2020 when we had just 93 sockets in the borough, and as of December 2025 we now have XXX sockets, an increase of XXX%. However, Cenex estimates that at least 2,686 public sockets are required in Waltham Forest by 2030 and therefore continued planning and investment in our charging infrastructure is essential.

This strategy update will focus on where we can have the biggest impact which is by providing charging facilities on our streets. We recognise our role in supporting the uptake of EVs and this update will outline how we will identify the most appropriate charging infrastructure, located in the right places, to support EV uptake by the growing population and meet future demand for charging facilities across the borough. All infrastructure will be installed in a way that meets the borough's local needs and follows best practice, so that pedestrians and other footway users are not adversely affected.

Waltham Forest

2020 – 2025 PROGRESS

Our first EV Charging Point Strategy had six overarching objectives and 33 sub-objectives. A summary of our between 2020 and 2025 can be found below:

1 Continue to deliver an EV charging network that meets the demands of residents, businesses and visitors

There are now XXX 5.5kW lamp column charging points, XXX 7kW and XXX 22kW freestanding charging points and four 50kW rapid charging points across 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.

2 Design sites that take into consideration other road users, particularly pedestrians

All freestanding charging points that have been installed since our Strategy was published in 2020 have been installed on build-outs in the carriageway rather than the footway to minimise any impacts on footway users. We were the first local authority in the UK to adopt this approach.

3 Suitable coverage of the borough by 2025 (80% of residents and businesses to be within 250m of a charging point by 2025)

It is estimated that approximately 56,000 (85%) of 66,000 households without off-street parking are now within 250m or a 4-minute walk of a charging point.

4 Ensure the charging network has capacity for further expansion

Passive charging infrastructure has been installed on both the public highway and within developments to ensure future demand can be catered for with minimal additional works.

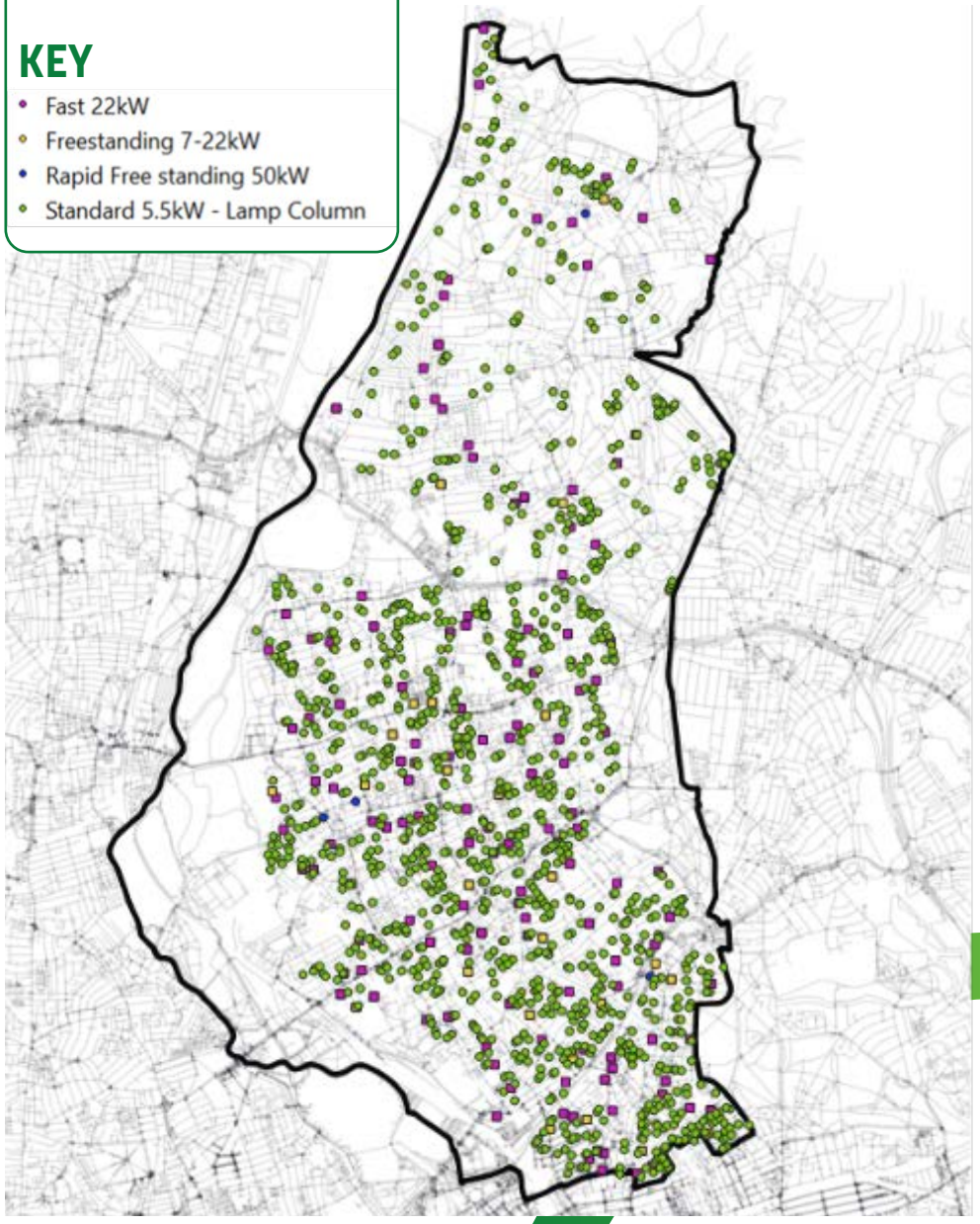
5 Encourage the uptake of EVs through initiatives and public engagement

One of the key ways we've encouraged the uptake of EVs is through our online form for residents to request a charging point near to their home. As of December2025, we have received XXX requests, of which XXX% have been fulfilled with a charging point installed within XXXm of their home. We also have a dedicated EV mailbox where the team can respond to enquiries.

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

To date we've received over £3m in external grants to install EV charging points in the borough and ensure operators cover ongoing maintenance costs. We have also secured revenue share contributions from operators which enable us to continue installing new charging infrastructure.

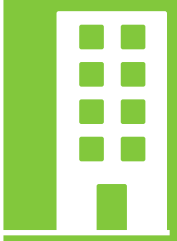
Type	2020-2025 Strategy target number of sockets for 2025	Actual number of sockets in 2025
Lamp column (5.5kW)	300	1,010
Standard freestanding (7kW or 22kW)	158	495
Rapid freestanding (50kW+)	30	4
Total	488	1,509



Waltham Forest

WALTHAM FOREST IN 2026

- Waltham Forest is home to an estimated 276,000 residents as of March 2023 and 102,900 households with at least one usual resident (ONS, Census 2021). This represents an increase of 6.9% in the population, since the 2011 census, when the population of the borough was estimated to be 258,200. This is projected to rise to 328,082 by 2035 - a growth rate higher than the London average (1.7% annually compared to 1.3%).
- Since the publication of our last strategy in 2019, the borough has experienced a decline in overall car ownership alongside a rise in electric vehicle uptake. According to the 2021 Census, London has the highest proportion of households without a car or van across England and Wales—42 per cent. In Waltham Forest, 57.88 per cent of households have access to at least one car or van, a figure comparable to Brent and Greenwich. In contrast, outer London boroughs such as Bexley, Hillingdon, and Havering report much higher levels of vehicle access, with nearly 80 per cent of households owning or having access to a car or van.
- Between 2016 and 2023 the number of cars in Waltham Forest has reduced from 78,868 down to 75,554, with the number of cars per person reducing from 0.286 to 0.274; a 4.44% reduction.
- As of March 2025, there are 3,464 electric vehicles registered in the borough—a remarkable 776.96% increase from March 2019, when the total stood at just 395. DVLA data indicates that since the launch of our EV Strategy, the number of EVs has grown by an average of 10% each quarter. This growth has already surpassed Transport for London's projection of 2,457 EVs by 2025. Looking ahead, Cenex forecasts that by 2030, the borough could see approximately 16,540 battery electric vehicles under a low-uptake scenario, and up to 20,050 in a high-uptake scenario. These estimates, which factor in policies such as the Zero Emission Vehicle (ZEV) mandate—allowing manufacturers to borrow against their targets—are indicative and will be reviewed over time.
- Waltham Forest is committed to reaching net zero carbon emissions by 2030. Our Climate Action Plan sets out 20 actions, across four areas, which we are taking to make this happen. The 'A Place for People not Cars' objective includes a specific EV action: "expand EV charging across the borough. Make it possible for all residents to charge electric vehicles. Providing enough public chargers within a short walk of their homes, and making it easier for residents to use off-street or home charging points."

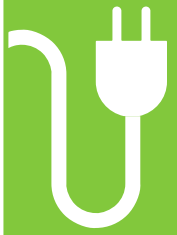


POPULATION BOOM

+6.9% since 2011

328,082

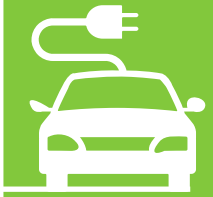
people by 2035



EV REVOLUTION

777%

growth in electric vehicles (2019–2025)



FEWER CARS

On the road. Car ownership down

4.44%

since 2016

Waltham Forest

2026 – 2030 OBJECTIVES

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.

The distance people must travel to reach a charging point is a key factor in planning our network. Long journeys to charge a vehicle create friction and can discourage people from switching to an EV. This issue is especially pronounced in residential areas with slower charging options, where the process often involves four steps: traveling from home to the charging point and back to initiate charging, then returning again to collect the vehicle once charging is complete. In our resident survey, the most frequently cited concern among current EV owners (60% of 164 respondents) was: "Not being able to charge my vehicle in my neighbourhood." As a result, expanding access to charging points remains one of our top priorities over the next five years.

Waltham Forest

What will we do?

- 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 our network, to ensure a full and consistent coverage across the borough.
- Ensure an equitable spread of charging point infrastructure to support sites that are less commercially attractive for private investment alone, primarily to benefit residents without off-street parking.
- Ensure charging points are retrofitted on all current Waltham Forest 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 Waltham Forest Council 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

How will we do it?

- Use a data and insights driven approach to install infrastructure in areas of high demand and utilisation, but also future-proof growth of the network and ensure equitable access across the borough, particularly for residents without off-street parking.
- Maximise use of our allocated Local Electric Vehicle Infrastructure (LEVI) grant from the Office for Zero Emission Vehicles to continue the roll-out of high quality and well-maintained charging points.
- Utilise existing street furniture for the installation of charging infrastructure, for example lamp columns, to reduce additional items being placed on the footway.
- Work closely with private developers and landowners to ensure any charging infrastructure being installed (public or private) meets the same standards as the infrastructure installed on the public highway and incorporate higher levels of provision than that set out in our planning policy.
- Promote workplace charging incentives to businesses and provide support and information to enable them to confidently install infrastructure for their customers and employees.

Waltham Forest

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

At the time of the 2021 Census, around 50,000 people reported a long-term health condition or illness in Waltham Forest. Of these, 36,800 reported having a disability. 17% of residents in Waltham Forest are considered disabled under the Equality Act, similar to London (16%), and England (18%). 9% of Waltham Forest's population are 'disabled with day-to-day activities limited a little' (down from 11% in 2011), and 8% are 'disabled with day-to-day activities limited a lot' (down from 10% in 2011).

The GLA estimates that that the Waltham Forest population will increase from 276,350 residents in 2021 to a total of 287,800 by 2026, an increase of 11,450 (4.1%).

The fastest growing group is projected to be those aged 65+ (15.5%). The Motability Scheme are encouraging a transition to EVs which will also increase the number of people with disabilities who rely on the public charging network to charge.

Ensuring that our EV charging points are accessible and meet the needs of all residents is a priority to ensure the transition to EVs is equitable and fair for all, however we will need to overcome the challenge of limited space on roads and footways.At the time of writing, PAS 1899:2022 regulations are under review and will have changes published in 2026. In the meantime, we will continue following the current guidance when planning the roll out of our charging point network.

Waltham Forest

What will we do?

- 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 an accessible charging point.

How will we do it?

- Review feedback obtained from the accessible EV charging points installed though our LEVI Pilot programme to inform the design of future charging points.
- Review existing charging points to identify any improvements that can be made to them so that more residents can easily access charging infrastructure. These considerations could include ensuring the height of charging units is appropriate and there are suitable dropped kerbs between the footway and the charging unit to enable step-free access.
- Seek to ensure charging points are located in secure locations and do not impede the safety and security of others, so everyone will feel safe using the public charging network at all times.
- Ensure all charging points are available for members of the public 24 hours a day, and none will be dedicated to a private individual or business.

3. Ensure the charging network has capacity for further expansion.

As of 2023, all new buildings in England must include EV charging infrastructure where a building has an 'associated parking space' which will mean more housing developments will have charging points.

What will we do?

- 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 Waltham Forest's 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.

How will we do it?

- Work with UKPN, the Distribution Network Operator (DNO) in Waltham Forest to identify locations with sufficient capacity for additional charging infrastructure.
- Engage regularly with other teams to ensure that sites are being planned to consider how the rollout of EV charging points integrates with other work across the borough, such as the introduction of new developments, new highway projects and other complementary measures such as cycle parking, protected cycle lanes and parklets.
- Work closer with the Planning Team to ensure any infrastructure that is installed off the public highway meets the same standards and charging points that are installed on the public highway. This could potentially include developers utilising the same operators as us with standardised Service Level Agreements (SLAs) and Key Performance Indicators (KPIs) to ensure the same level of service for all residents.

Waltham Forest

4. Encourage the uptake of electric vehicles, whether privately owned, rented or car sharing, through initiatives and public engagement.

Research from Autrotrader suggests that nine out of 10 EV drivers indicated they would not return to a petrol or diesel car, suggesting that once people switch to an EV, they will switch. However, as with any new technology, people will adopt to the technology at different rates and there are always challenges with transitioning to this new technology.

Some challenges residents often cite when switching to electric include:

- The range that EVs can travel
- The environmental impact of the supply and manufacturing of the vehicle and battery
- Availability and cost of charging points
- EVs not addressing issues with traffic, road safety and parking pressures.

By developing a dependable network of charging points, we can directly address residents' concerns about accessibility. Alongside infrastructure improvements, we have a vital role to play in educating and engaging the community to support and accelerate the transition to electric vehicles

What will we do?

- 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, to reduce the need for private car ownership
- Promote local and national grant opportunities for the installation of charging infrastructure at workplaces and properties with off-street parking.
- Use trials to familiarise residents and users with the technology and to raise public awareness.

How will we do it?

- Develop a targeted communications strategy, backed by research for the personas of electric vehicles such as residents and business drivers, that acknowledges and addresses common concerns.
- Work with Charging Point Operators (CPOs) to support the delivery of this work and align with the roll out of charging points in the borough.
- Procure long-term contacts with Car Club operators to offer stability for operators to invest in EVs and support them to use the public charging infrastructure.
- Design and run pilot schemes and technology trials in partnership with suppliers to build resident confidence in making the switch to EVs.
- Run annual engagement events for residents to provide opportunities for them to find out more about our EV charging infrastructure and EVs available on the market.
- Monitor and evaluate engagement activities to refine messaging and ensure inclusivity across all demographics.

Waltham Forest

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

Switching to an EV offers many advantages, particularly in reducing emissions and improving air quality. Public charging infrastructure benefits everyone, but it does come with added costs—including energy prices, VAT, and installation and maintenance expenses. We recognise that residents with driveways can often access cheaper home charging rates which are subject to 5% VAT for domestic electricity compared to the 20% rate which is applied to public charging infrastructure. However, despite being more expensive than home charging, current public charging prices generally remain competitive with the cost per mile of fossil fuel vehicles, (as based on the Zap Map journey cost calculator).

We remain committed to exploring further opportunities to keep public EV charging affordable—ideally at a cost no greater than refuelling a petrol or diesel vehicle.

What will we do?

- 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.

How will we do it?

- Promotion of smart charging tariffs available - our current network allows smart charging with Ubitricity offering an off-peak tariff for lamp-column charging points when used for overnight charging. Their app allows customers to plug in their vehicles before the tariff begins but delay the start of their charging session to make the most of the tariff.
- Continue to lobby the Government to reduce the level of VAT that is applied to public charging to bring it in line with VAT on domestic energy supply. If this happens, we will work with the CPOs in Waltham Forest to ensure that subsequent cost savings will be passed on to consumers.

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

To help minimise costs to us, we've secured over £3 million in external grants to date to support the installation of EV charging points across the borough alongside obtaining over £1 million in match funding from CPOs.

We also ensure that operators are responsible for ongoing maintenance of charging points, with clear SLAs and KPIs to ensure any issues are rectified as quickly as possible.

What will we do?

- 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 LBWF to cover the costs of managing the network.

How will we do it?

- We will identify, apply for and secure suitable Government funding opportunities to accelerate the transition to lower emission vehicles and build up our network of infrastructure, particularly for locations that may be less commercially attractive to private funders.
- We will work with private organisations, including charging point operators (CPOs) to attract private sector investment to complement any public funding secured through Government opportunities. This will ensure long-term reliability and availability of infrastructure, minimise ongoing maintenance costs, and explore avenues for sustainable revenue generation which would be reinvested into our sustainable transport programme.

Waltham Forest

2030 VISION

By delivering our six key objectives between 2026 and 2030, we expect our network in spring 2030 to consist of the following infrastructure:

Type	Speed	Current number of sockets	Spring 2030 target
5.5kW lamp column charging sockets	Takes 7 to 8 hours to fully charge a vehicle	1,010	1,380
Standard 7kW dual-socket free standing charging sockets	Takes 4 to 6 hours to fully charge a vehicle	46	671
Fast 22kW dual-socket free standing charging sockets	Takes 3 to 4 hours to fully charge a vehicle	449	571
Rapid 50kW+ charging sockets	Takes 15-30 minutes to fully charge a vehicle	4	89
	Total	**1,509**	**2,711**

- In total, it is expected that there will be at least 2,711 public charging sockets in Waltham Forest by spring 2030, which will exceed Cenex's projection for the borough. This is based upon current known workstreams and funding, however it is likely that additional workstreams and grant opportunities will become available in the next five years which will enable us to expand our network further.
- The above values exclude charging points that are not installed on the public highway and have been installed without our involvement.
- As identified by Transport for London, access to land remains a barrier to delivering higher-powered charge points in London, but there are charging points being installed in the borough on private land, in particular rapid and ultra-rapid charging points.

There are currently 32 rapid charging points that have been installed on private land at supermarkets, petrol stations, retail parks and at McDonalds in Leytonstone. Some drivers will prefer to charge using rapid charging facilities, which is why we will introduce more of these in a strategic locations that do not contribute to unnecessary additional journeys into the borough, to complement our current base of residential charging.

Waltham Forest

LEADING BY EXAMPLE

As a council we are committed to leading and inspiring collective action and reducing emissions resulting from journeys made by staff and on behalf of services. We have a target to halve commuting emissions of employees by 20XX, and some of the initiatives currently underway include:

- An EV salary sacrifice scheme for permanent staff and charge points to charging at their workplace
- Reducing the number of parking spaces available for staff to encourage travel by public transport and hybrid working
- EV and low emission car-sharing schemes for staff to use for journeys not practical by active or public transport
- Replacing all of our fleet vehicles with EVs
- Using e-cargo bikes for local deliveries.

Waltham Forest

MEASURING OUR PROGRESS

- EVI Deployment – monitoring installs and maintenance using stakeholder dashboards and UKPN ChargePoint navigator
- Monitoring EV usage and adoption through parking permit data, DfT and TfL data
- As outlined in the initial strategy, EV charging point technologies and the EV industry is fast changing sector. In the initial strategy various technologies such as smart charging, induction charging, battery swapping and Vehicle to Grid technology were mentioned as potential opportunities to monitor. As it stands currently, there has been limited development in these areas and when considering planning for 2030 we assume that the vast majority of drivers will still use plug-in charging points.
- At the time of writing, DFT have released funding to support local authorities to trial cross pavement charging. At this time this is not something the borough is exploring due to concerns around liability and safety. Our policy for this will be outlined our dedicated EV page of the website.
- We will continue electric vehicle and electric vehicle infrastructure developments and review our strategy on an annual basis to determine if adjustments need to be made.

Waltham Forest

EV SURVEY KEY STATISTICS

Snapshot of Respondents

285

total respondants

30.5%

of households have EVs (car/van/motorbike/scooter), **20.7%** have hybrid, **39.6%** have petrol/diesel, and **13.0%** have no vehicle

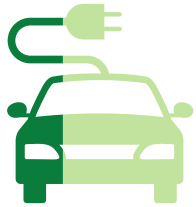
Home vs On-Street Realities

72%

of EV owners park on-street or in shared car parks, compared with **73%** of hybrid drivers and **72%** of petrol or diesel drivers.

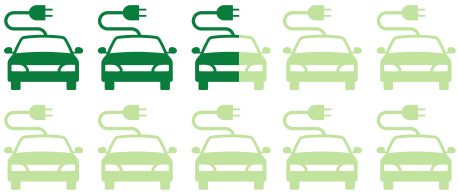
27%

of households that have a driveway or garage have EV vehicles. **27%** have Hybrids, while **25%** have petrol or diesel vehicles.



27.5%

of EV owners have a home charge point; **72.5%** do not.



26%

of EV drivers charge at home; **25%** travel less than 100m; **11%** travel within 250–500m; **20%** travel more than 500m

10.6%

of hybrids have a home charger; **89.4%** do not

Waltham Forest

EV SURVEY KEY STATISTICS

Queuing/blocked bays

Advise we present this as a pie chart, but the sample does not tally 100%...

71% of EV drivers have had to queue or move on

- a lot 24%
- now and again 48%
- never 29%

Residents' Preferences for Charging Point Types

Advise we present this as a pie chart, but the sample does not tally 100%...

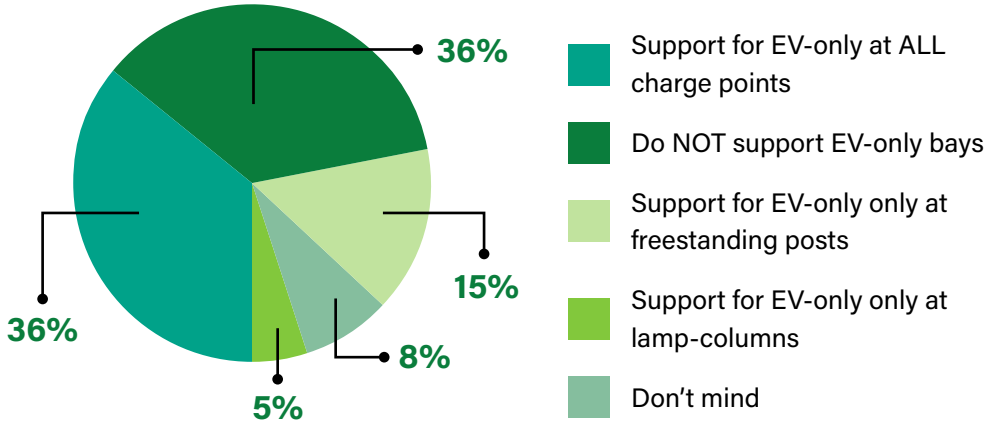
- Rapid 50kW: 26%
- 5.5kW lamp-columns: 25%
- Fast 22kW: 24%
- Standard 7kW: 22%
- Ultra-rapid 150kW: 17%
- Wouldn't like more chargers: 20%

How drivers find chargers (EV + Hybrid)

Advise we present this as a pie chart, but the sample does not tally 100%...

- Zapmap 37%,
- Google Maps 28%,
- Electroverse 25%,
- signage 17%,
- familiar spots 17%

Attitudes to EV-Only Bays



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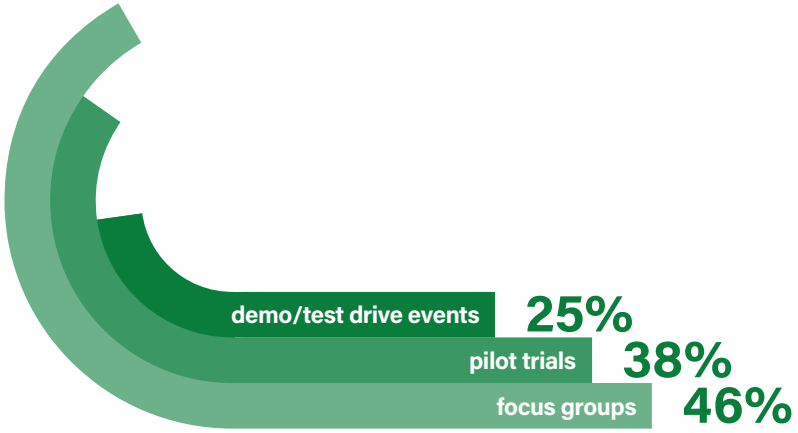
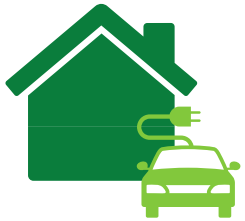
EV SURVEY KEY STATISTICS

Engagement Appetite. Best ways to engage



Accessibility and Inclusion



Top practical asks:
Dedicated EV-only bays near chargers, enforcement, ability to charge from home via cross-pavement gullies

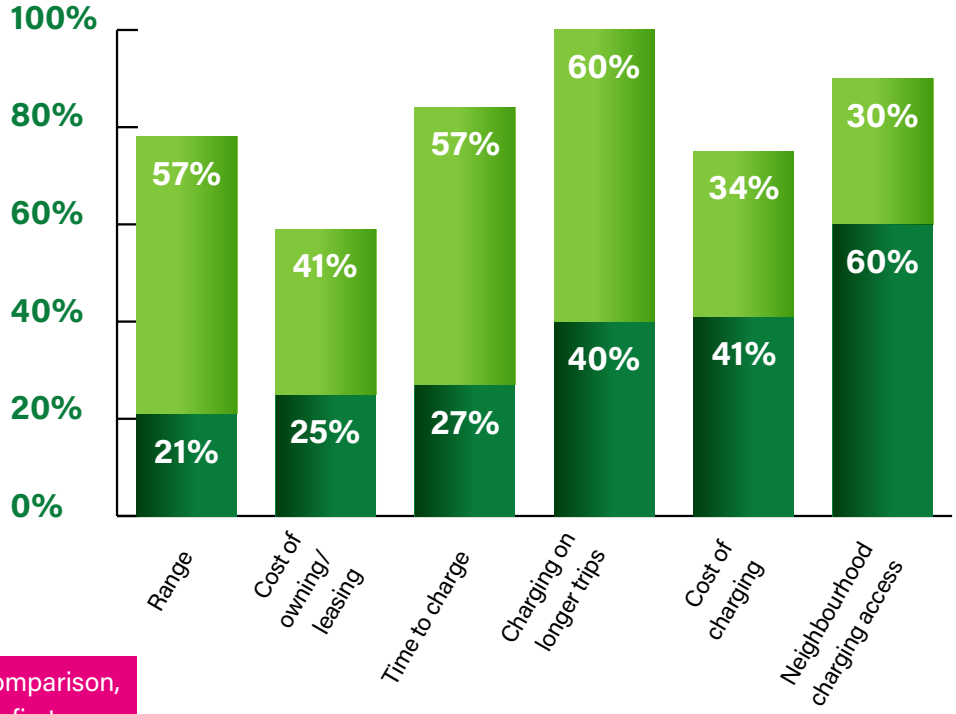
Around

11.7%

Of households with mobility needs impacting charging

this stat doesnt read well

Barriers and Concerns



If this is a comparison, what are the first stats referencing if the second are referencing "not likely/unsure to choose EV.

We will need this information for the key

Neighbourhood charging access: 60%
Cost of charging: 41%
Charging on longer trips: 40%
Time to charge: 27%
Cost of owning/leasing: 25%
Range: 21%

Among those not likely/unsure to choose EV: charging on longer trips 60%, range 57%, time to charge 57%, battery life 49%, cost of owning/leasing 41%, cost of charging 34%, neighbourhood charging 30%

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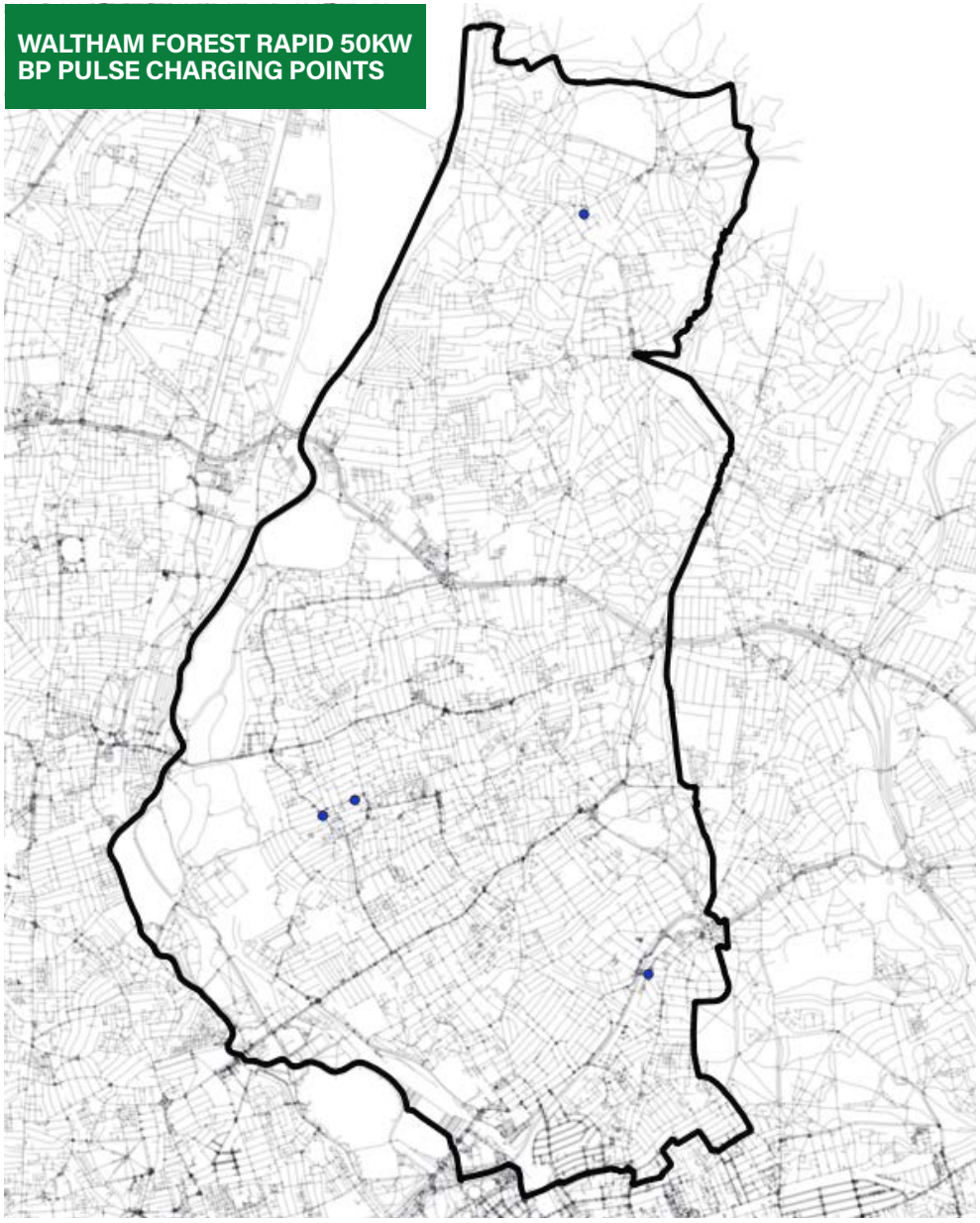
MAPS OF CURRENT INFRASTRUCTURE

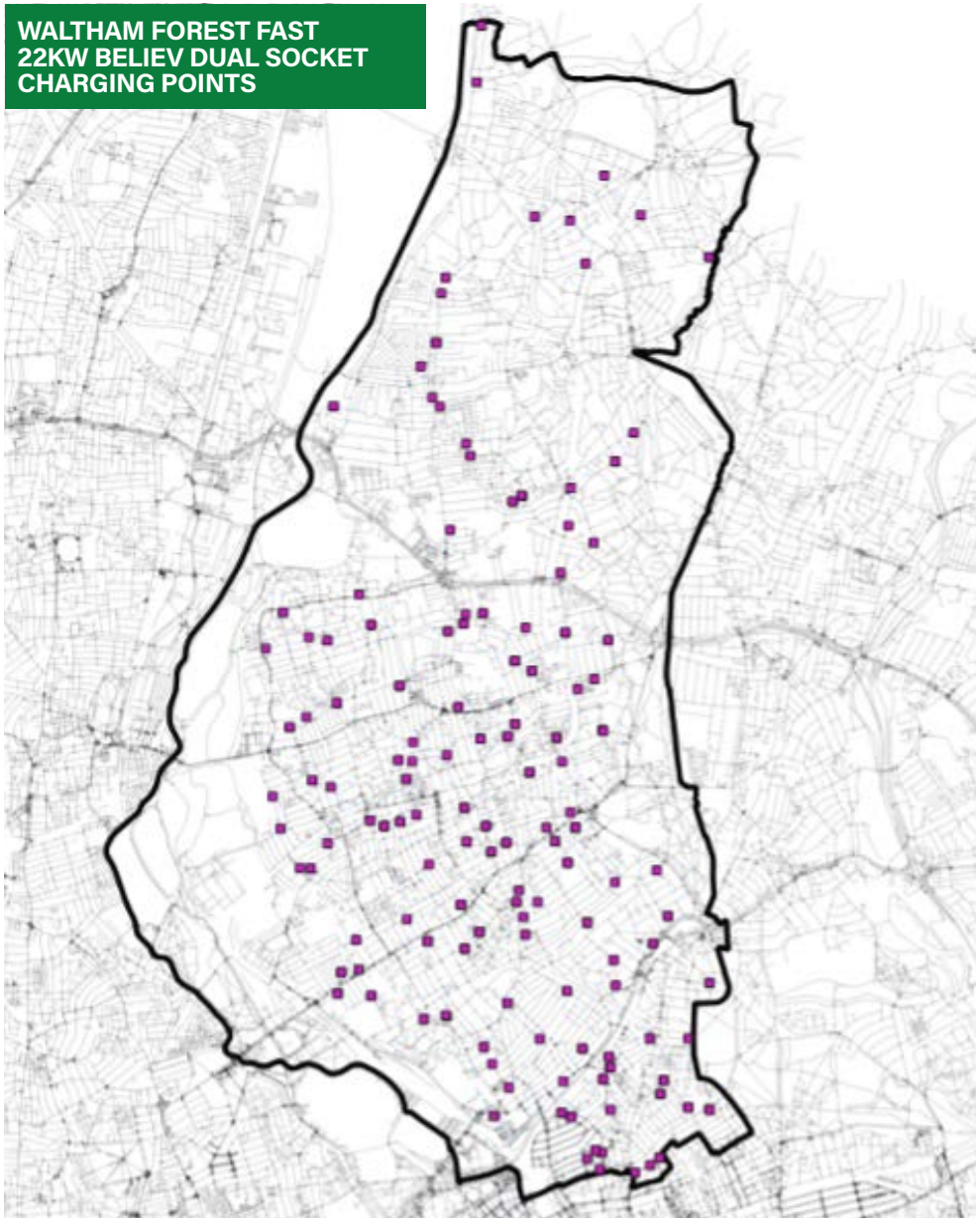
(AS OF OCTOBER 2025)

Waltham Forest

WALTHAM FOREST RAPID 50KW BP PULSE CHARGING POINTS



WALTHAM FOREST FAST 22KW BELIEV DUAL SOCKET CHARGING POINTS



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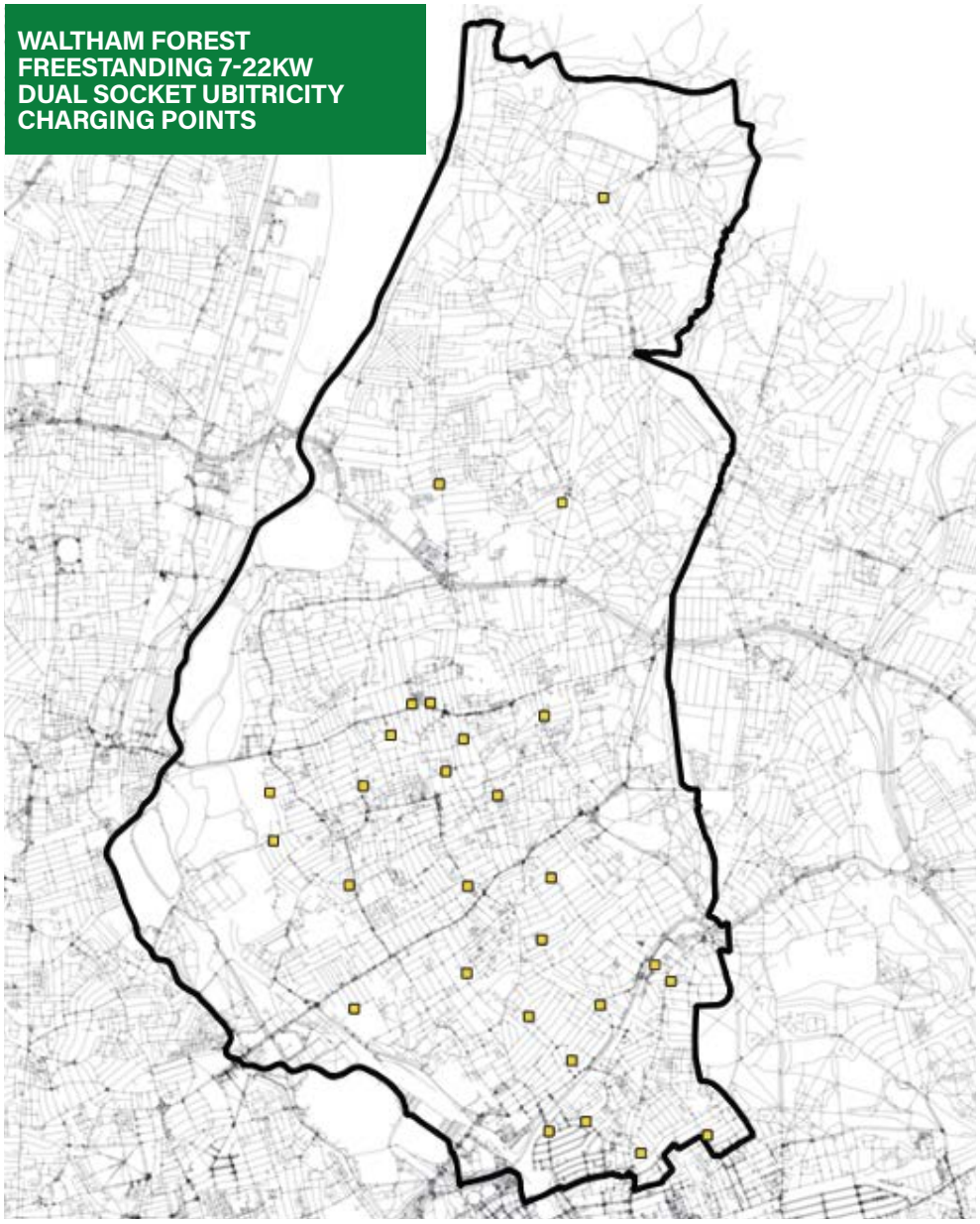
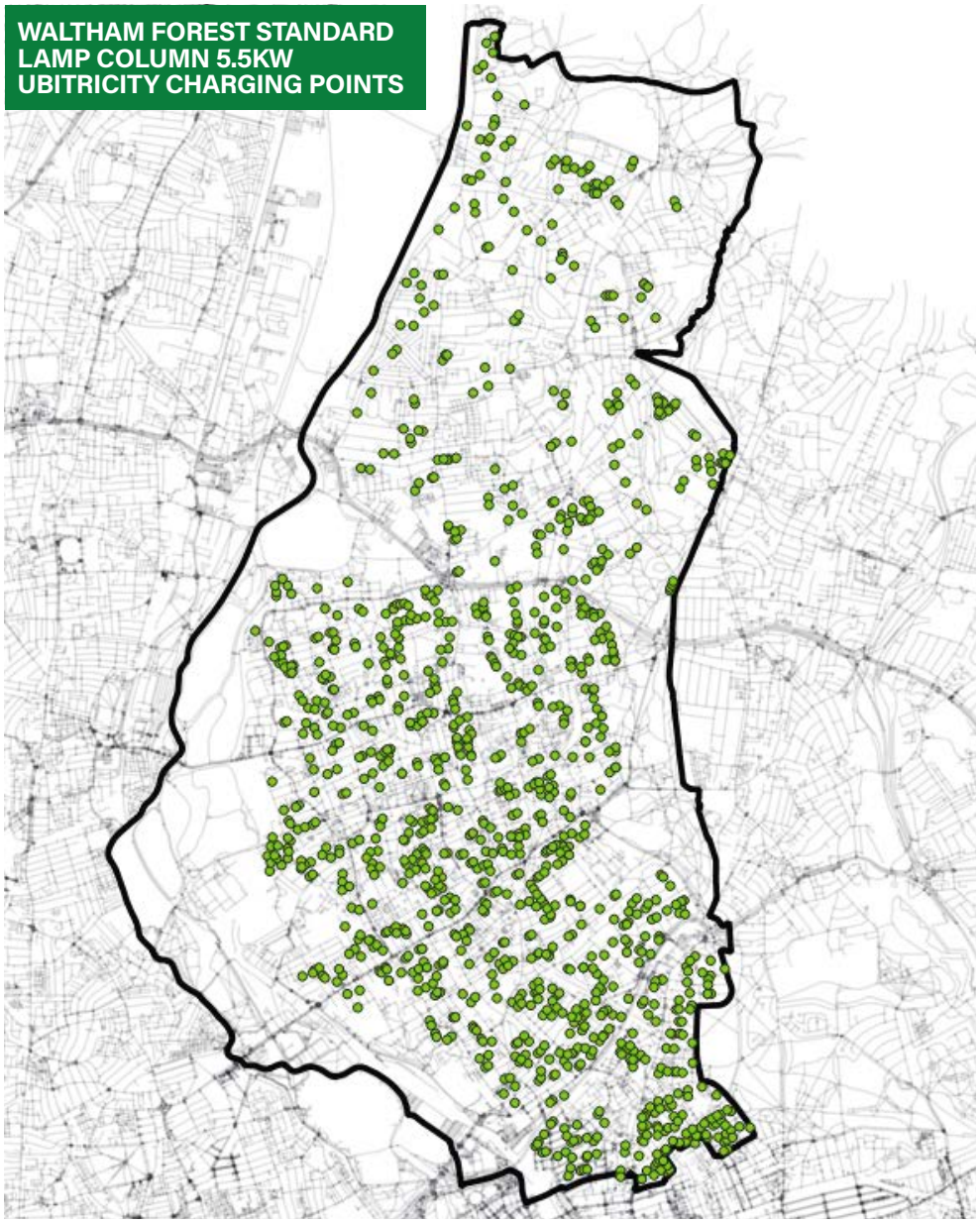
WALTHAM FOREST FREESTANDING 7-22KW DUAL SOCKET UBITRICITY CHARGING POINTS



WALTHAM FOREST STANDARD LAMP COLUMN 5.5KW UBITRICITY CHARGING POINTS



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