

**CROYDON'S ELECTRIC VEHICLE
CHARGING POINT STRATEGY
2026 – 2030**

CONSULTATION DRAFT

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Version control

Version	Date	Summary of changes
V10	29/1/26	DR senior review
V10	05/02/26	Comments from LB Croydon colleagues and Scrutiny committee addressed
V11	06/02/26	Updated appendices, amended distance from EVCPs for unmet demand
V12	06/02/26	Governance arrangements amended and CAFASAT added to glossary.
V12-2	16/02/2026	Amendments following CMT review.
V12-3	03/03/2026	Amendments following MAB review.
V12-4	11/08/2026	Consultation Draft with amended Cabinet Member Foreword.

FOREWORD

Foreword from Mayor Jason Perry

Executive Mayor of Croydon

The way we travel is changing, and Croydon is ready to lead that change.

This Electric Vehicle Charging Point Strategy (EVCP) sets out our plan to support residents, businesses and visitors to make the switch to electric vehicles (EVs), helping to reduce emissions, improve air quality and create a cleaner, greener borough.

Croydon Borough Council is committed to our Climate Action Plan 2030, a critical step forward in addressing the pressing challenge of climate change. That means taking bold, practical steps to reduce emissions from transport — one of the biggest contributors to pollution in our borough. By expanding access to reliable, affordable and accessible EV charging infrastructure, the Council is enabling people to make more sustainable choices without compromising on convenience or mobility.

Climate change is not just an environmental issue; it is a social and economic one. This strategy is not just about technological solutions — it is about fairness. Nearly half of Croydon households don't have access to off-street parking. The Council is determined to ensure that everyone, regardless of where they live, has the opportunity to benefit from the transition to electric vehicles.

The Council will work with partners, communities and the private sector to deliver a network that meets the needs of today and anticipates the demands of tomorrow. Together, the Council can build a Croydon that is cleaner, healthier and better connected — for everyone.

Foreword from Councillor Alasdair Stewart

Cabinet Member for Streets and Enforcement

Croydon's streets play a vital role in supporting our residents, businesses, and communities. As technology evolves and the number of electric vehicles continues to grow, it is important that our charging infrastructure keeps pace with the borough's needs and expectations.

Many residents want to make the switch to electric vehicles but face practical barriers, particularly where they do not have access to off-street parking. This Strategy sets out how the Council will work with partners to expand charging infrastructure across the borough in a way that is fair, accessible, and responsive to local need.

Croydon has already made good progress, with more than 400 public chargepoints installed across the borough. However, there is still more to do. We need to ensure that charging provision is available in the areas that need it most, that infrastructure is delivered in a way that respects the wider use of our streets and public spaces, and that all residents have the opportunity to benefit from the transition to electric vehicles.

This Strategy provides a clear framework for achieving that ambition. It is based on evidence, and focused on practical delivery. By engaging and working with chargepoint operators, local communities, businesses, housing providers, and other partners, we can continue to expand Croydon's charging network whilst ensuring it remains accessible, reliable, and represents good value for residents.

Electric vehicle charging infrastructure is an important part of preparing Croydon for the future. By planning ahead and investing in the right infrastructure in the right places, we can support residents and businesses who are transitioning to cleaner, and more sustainable transport.

I welcome the opportunity to help shape the future of charging infrastructure in Croydon and look forward to working together to deliver the ambitions set out in this Strategy.

INTRODUCTION

The EVCP Strategy is essential to support the transition from petrol and diesel vehicles to EVs, in line with our wider sustainable transport and carbon reduction objectives. This strategy aims to accelerate the shift to electric vehicles as part of a sustainable, integrated transport system. It will guide our delivery of public EV charging for electric cars and vans on streets and in council owned car parks.

This transition to a more sustainable, lower carbon transport system is expected to deliver a range of benefits, including:

- Reduced greenhouse gas emissions – including decreases in NOx, PM_{2.5} and PM₁₀ emissions
- Improved air quality and public health outcomes
- Reduced noise pollution in our town centres
- Employment and economic development opportunities for our residents and SMEs

The transition to EVs is accelerating – EVs now account for 1 in 5 vehicles sold, and the overall costs of purchase and ownership are lower than for petrol or diesel vehicles where owners can charge at home or using a mix of public and home charging. Improvements in technology mean that there is a broader range of suitable EVs for more people available on the market.

In addition, Croydon can access government grant funding to expand public and residential EV charging provision across the borough. The Local Electric Vehicle Infrastructure (LEVI) fund supports local authorities in England to plan and deliver public EV charging infrastructure for residents without off-street parking support the development of a local charging network for the benefit of our residents, with a target of approximately 4,500 charging points by 2035.

Further, the EV Pavement Channel Grant funds local authorities in England to install pavement channels for residents without driveways, letting them safely run charging cables from home to their EVs parked on street.

The EVCP strategy consolidates existing targets, establishes a comprehensive framework for future infrastructure installation, and aligns with the Council's wider carbon reduction objectives. It will also complement our existing strategies, including:

- The Mayor's Business Plan 2022-2026
- Transport Vision 2016
- Local Implementation Plan 2019
- The Croydon Climate Action Plan 2030
- Air Quality Action Plan 2024

Croydon spans nearly 34 square miles with a population of approximately 409,340. The borough features diverse housing types, including terraced houses, flats, and detached properties. The northern part of Croydon predominantly consists of terraced housing with limited or no access to off-street parking, necessitating a higher focus on public charging infrastructure.

Approximately 49% households in Croydon do not have access to off-street parking and therefore cannot currently charge EVs at home. This strategy will support those residents to access near home public charging to give them the confidence to transition to an EV.

The councils' overarching vision for this strategy is:

To deliver reliable, inclusive and affordable public EV charging infrastructure that enables the transition to electric vehicles as part of a sustainable, integrated transport system by 2035.

This strategy covers the first half (2026-2030) of the implementation period up to 2035. This aligns with the Croydon Climate Action Plan 2030 and allows for the review of the strategy as the Council progress towards the 2035 target. This is particularly important in the context of the changing nature of the EV and EV charging sector.

VISION

To deliver reliable, inclusive and affordable public EV charging infrastructure that enables the transition to electric vehicles as part of a sustainable, integrated transport system by 2035.

OUTCOME 1: Lead by example PRIORITY 1: Our fleet Our fleet is one of the areas where the Council have a high degree of control over the transition to EVs, as well as the opportunity through our fleet replacement cycle to move to EV in a planned and supported programme of replacement. PRIORITY 2: Depots and London Borough of Croydon sites It is critical for our depots and sites to have appropriate charging infrastructure installed to allow our EVs to charge now, and in the future. Providing EV charging for staff at council owned sites will support staff to use EVs for business travel. Priority 3: Support council officers to deliver the transition to sustainable mobility Cross departmental working will be critical to successfully delivering this strategy. EV leads will be identified and training offered to support officers to deliver this strategy alongside the councils statutory duties.	OUTCOME 2: Charging infrastructure PRIORITY 1: Delivering the right chargepoints, in the right place, at the right time The Council will expand the provision of EV charging, deploying on-street chargers in residential areas, supporting businesses to install EVCPs and exploring options to provide more powerful chargers. This will be done whilst ensuring that chargepoints are well located on Croydon's busy kerbsides (and footways) - see Outcome 3. PRIORITY 2: Local leadership and promotion Promote the switch to cleaner travel by encouraging our residents to consider how they travel, raising awareness of the growing network of EVCPs. PRIORITY 3: Work with community partners Work with partners to expand the EV charging network. Alongside the private sector, the Council will work with residents' groups, local businesses and others. PRIORITY 4: Work with the private sector The Council will establish and maintain partnerships with external organisations to facilitate grid connections, install chargepoints and ensure they are maintained.	OUTCOME 3: Making best use of the kerbside PRIORITY 1: Making best use of the kerbside Managing our kerbside is complex, and residential EV charging – public or private – can add another layer of challenge to managing this space (including the adjacent footways). The Council will need to find the balance between expanding access to EV charging and protecting kerb space for other uses, including other forms of sustainable and active travel alongside vehicle parking. PRIORITY 2: Supporting other forms of EV charging The EV charging industry is developing rapidly. The Council needs to be aware of developments across the industry so that the Council can maximise the opportunity for Croydon. In the near term this includes developments such as cross pavement gulleys and pop-up (also called 'flat & flush) charging. In the future, it may include wireless charging or solutions.
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WHY THE COUNCIL NEEDS A STRATEGY

The UK Government has committed to net zero emissions by 2050. Achieving this will require action across the economy to reduce greenhouse gas emissions. Progress is being made in many areas, but transport emissions are proving challenging.

Nationally, transport is responsible for a greater proportion of emissions than any other sector – 30.5% of all UK emissions in 2022 (Figure 1). To meet our national net zero goal, the Council need to reduce emissions from transport further and faster than in previous years.

For London, transport emissions (26.3%) come second to domestic emissions (33.1%). The picture is similar for Croydon, where domestic emissions represent 42.9%, compared to 29.4% from transport.

As a local authority, the Council must consider and mitigate the impact that Croydon has on our climate, and to ensure that development across the borough is sustainable. As part of those duties, the Council must consider how our residents, visitors and businesses travel around and through our borough, and how the Council can support everyone to reduce emissions from transport.

The Mayor for London’s Transport Strategy set ambitious targets for trips to be made by sustainable modes, while predicting there will still be some car and freight traffic. For those remaining trips, sufficient infrastructure will be required to enable them to be made by the cleanest possible vehicles. The number of cars registered in Croydon at the end of December 2025 was 136,700, (88.6% of all vehicles registered in the borough). Of these, 8,780 (6.5%) are battery electric (BEV), plug-in hybrid (PHEV) or Range Extended EV (REX) vehicles and a further 14,900 (11%) are hybrids¹ (Figure 2Error! Reference source not found.).

Future projections for EV growth in Croydon developed by Cenex indicate that the total number of cars will increase to 138,000 by 2035, 55% of which will be electric. 53% of which will be electric. Figures developed by transport consultancy Cenex for the LEVI Support Body differ from DfT statistics slightly as Cenex have included an estimate of vehicles registered elsewhere that are used primarily in Croydon (such as salary sacrifice, lease and company fleet vehicles).

Whilst the Croydon Local Implementation Plan (LIP) 2019 looks to reduce overall levels of car ownership and the number of trips by private car, some vehicle journeys will be critical to the vitality of the borough. It is therefore important that the Council takes a balanced approach, so these journeys have the minimum environmental impact on the borough.²

To allow people to transition to an EV, the Council can support all current and potential EV users to access the right chargepoint for their needs, in the right place, at the right time and for the right price. As more residents and visitors switch to EVs, the demands on our public charging infrastructure will change, as will charging habits and preferences.

The Croydon Local Implementation Plan (LIP) 2019 supports car clubs as a key strategy to reduce reliance on private vehicles, manage congestion, improve air quality, and optimise parking space. The plan includes investment in expanding EV charging and car club infrastructure, specifically noting car clubs as a means to support residents, particularly in suburban areas, in providing an alternative to

private car ownership. This will be particularly important in car-free developments where residents are prevented from parking on-street.

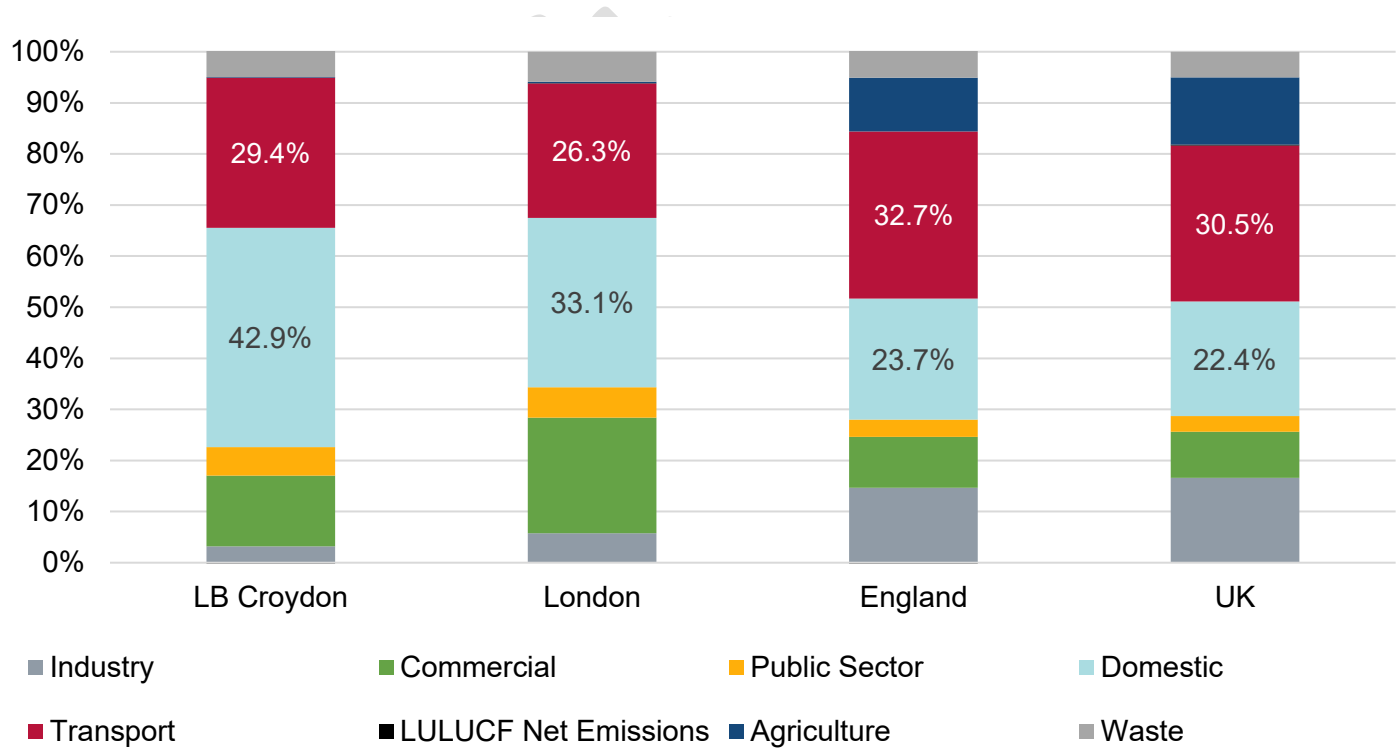


Figure 1:GHG emissions in 2022 by sector.

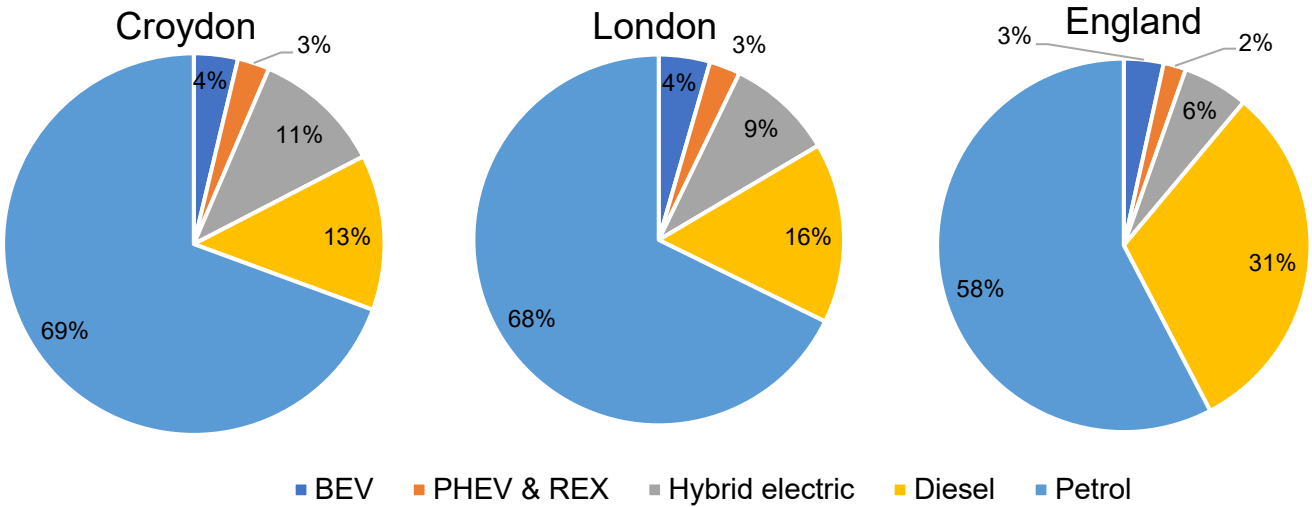


Figure 2: Number of cars registered in Croydon, London and England at the end of December 2025

¹ VEH0105 and VEH0142 from: <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

² [Croydon Draft Air Quality Action Plan 2024-29](#)

As the transition to low carbon transport gathers pace, it is essential for the Council to take a proactive role to demonstrate leadership and ensure that our residents and businesses feel confident to move to EVs when the time is right. This strategy addresses known challenges, including:

- no clear, long-term delivery plan for public EV chargepoints across the borough
- inequality of access to EVCPs across the borough
- ensuring the charging offer meets user needs and complies with statutory duties

As set out in Figure 3, the number and proportion of EVs in Croydon is expected to grow rapidly over the next 10 years, driven by a range of local and national changes. This transition and the opportunities it brings will not be fully realised without Council support.

This strategy outlines our long-term approach to ensuring that an appropriate mix of EV charging is delivered to meet the needs of everyone in Croydon, and that infrastructure grows and changes in response to the demands of users. Director of Planning & Sustainable Regeneration

STRATEGY MONITORING AND GOVERNANCE

This strategy will be owned, and its performance monitored by the Council’s Director of Streets & Environment and Director of Planning & Sustainable Regeneration. A report on the progress of the Action Plan will be produced on an annual basis and circulated to relevant groups.

The strategy will undergo a full review after 5 years. At this point, data on chargepoint numbers, EV uptake and other metrics will be updated and actions reviewed, amended or completed as needed. New actions may be added if necessary to ensure that the strategy remains relevant.

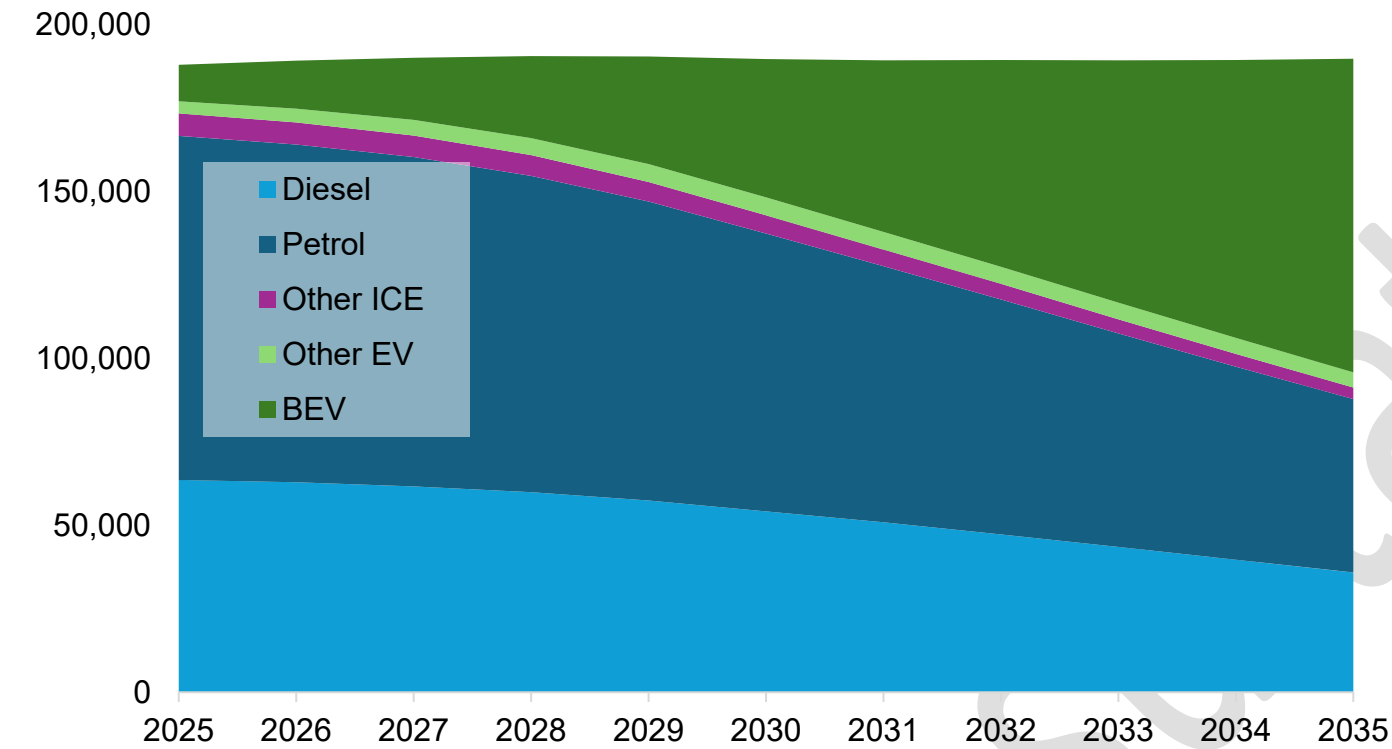


Figure 3: Projected changes in vehicles used in Croydon (cars and vans), 2025-2035 (NEVIS)

PROVISION OF EV CHARGEPOINTS

Delivering the right chargepoint in the right location is an important aspect of our EV infrastructure strategy and delivery plan. The Council will work with the local community, and delivery partners to identify and prioritise locations for EVCP installations.

As of December 2025, there were at least 439 public electric vehicle charging points (EVCPs) installed across the borough. This includes multiple private operator installed public chargepoints (over 17 charge point operators in operation – see Appendix AError! Reference source not found. and <https://www.zap-map.com/live/>). This includes publicly available on- and off-street EVCPs but does not include chargepoints installed by residents or businesses if those devices are not available to the public.

As Croydon is the largest London borough by population (with an estimated population of over 409,340 in 2024), the total number of chargepoints does not give a good comparison between boroughs. A more comparable metric is the number of chargers per 100,000 population. For Croydon, that figure is 112 devices per 100 000 residents (Figure 4) – less than for the UK (127 devices per 100,000), but considerably lower than London or Outer London. For rapid and ultra-rapid chargepoints (50kW or more) per 100,000 residents, Croydon (16.6) is comparable to London (16.5) and outer London (18.8).

If the needs of people with accessibility needs are not considered in expanding EVCP provision, the Council risk disincentivising or alienating a large group of drivers and users of chargepoints. It is important that chargepoints are accessible to enable this group to make the transition to EV.

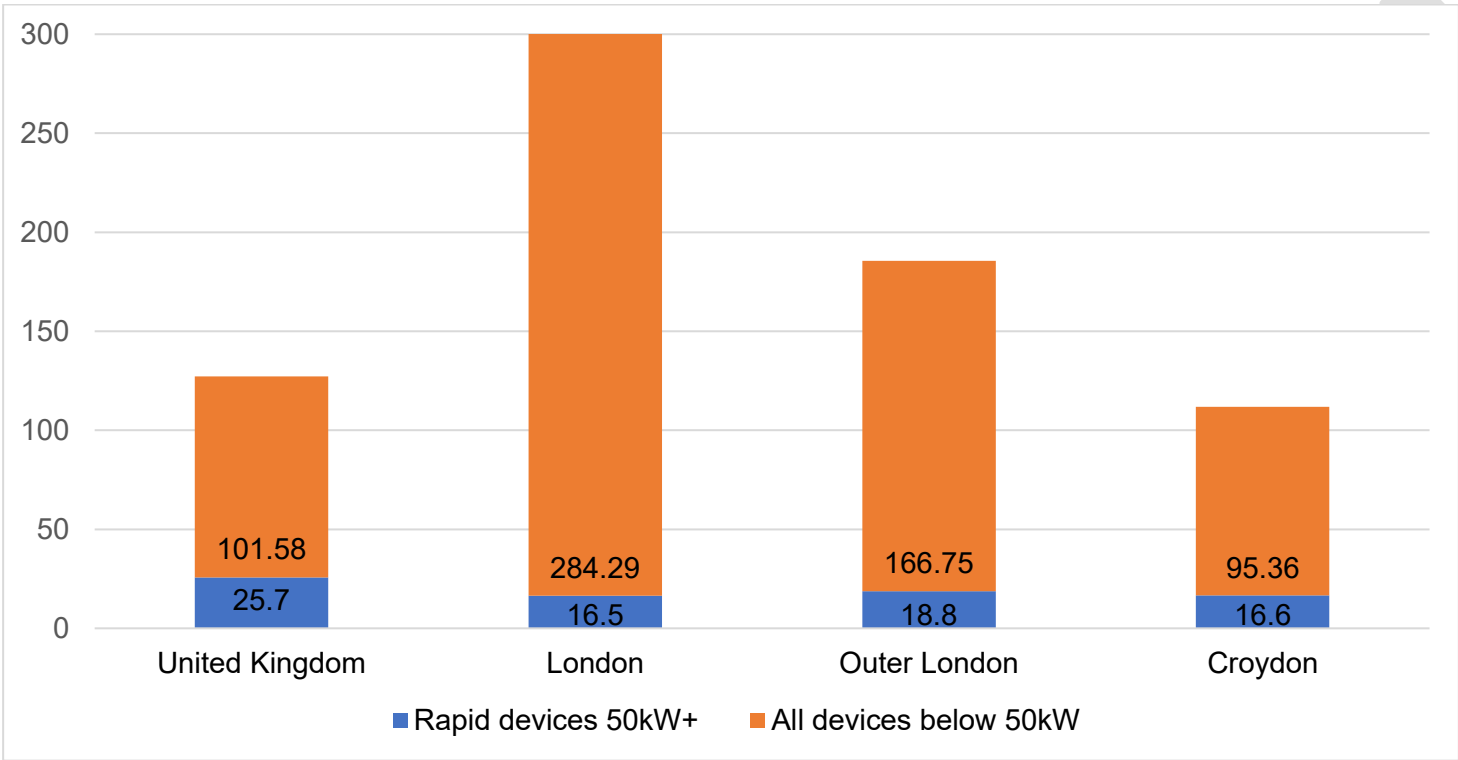


Figure 4: Number of EV chargepoints per 100,000 population (DfT, October 2025)³

³<https://www.gov.uk/government/statistics/electric-vehicle-public-charging-infrastructure-statistics-october-2025>

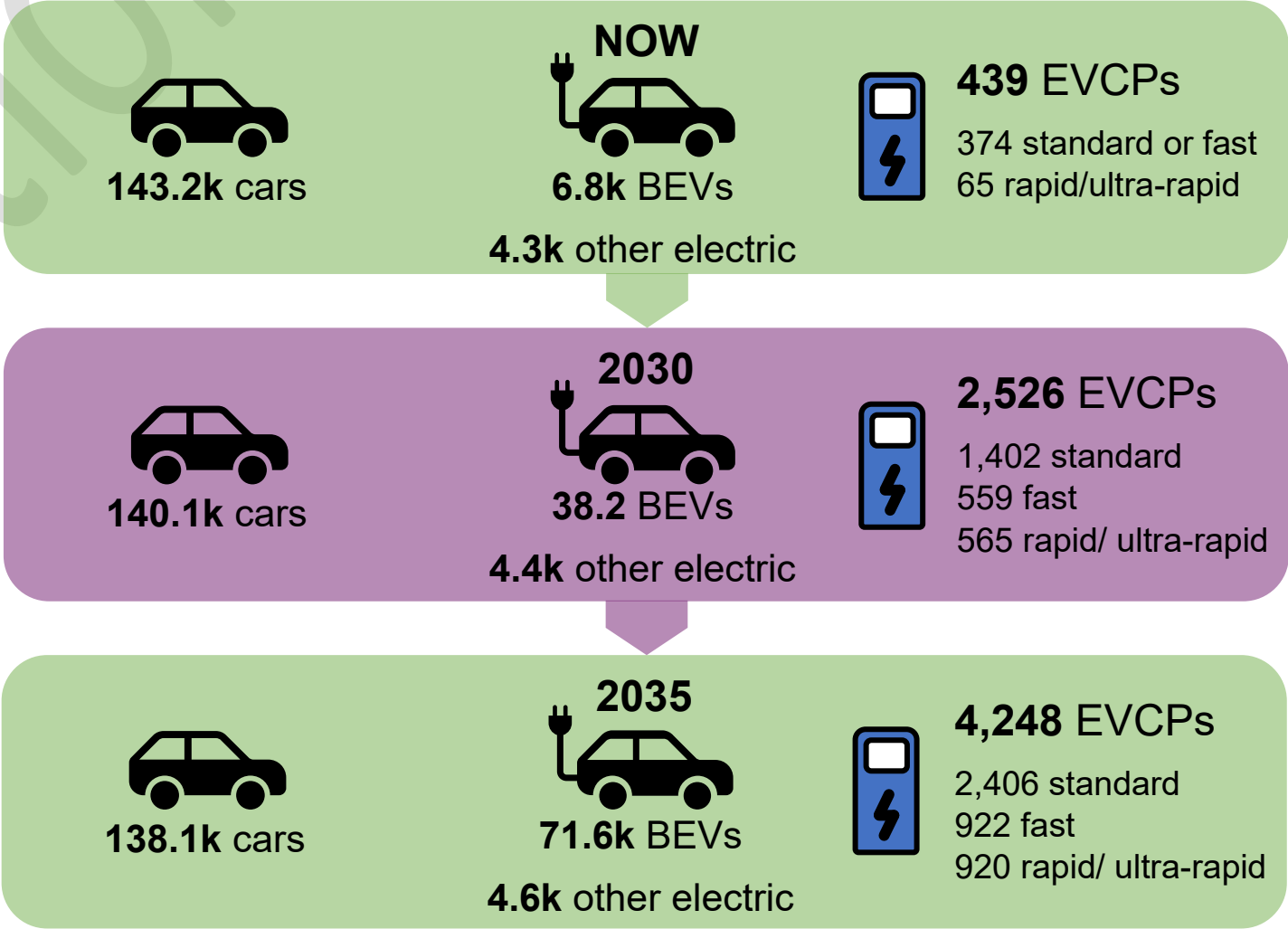
⁴ https://www.racfoundation.org/wp-content/uploads/standing_still_off_street_parking_by_LA_A-Z.pdf

⁵ VEH0105 and VEH0142 from: <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

VEHICLE & INFRASTRUCTURE TRAJECTORY

The council has made positive progress on delivery against transport priorities to date, including installation of over 400 public EVCPs. However, to ensure residents continue to be supported in the transition to EVs, the scale and speed of delivery of additional EV chargepoints needs to significantly increase over the next 5-10 years. This will be particularly important for the households in Croydon that do not have access to off-street parking and who cannot currently charge an EV at home.

- ✓ 49% of households in Croydon do not have access to off-street parking⁴
- ✓ of those, 57% are within a 5-minute walk of a public EVCP
- ✓ 3.7% of all vehicles in Croydon are powered solely by electric – compared to the national average of 3.5%⁵
- ✓ 37% year on year increase in EVs registered across the UK (1.63m as at December 2025)
- ✓ In 2025 EVs accounted for 23% of all new registrations⁶
- ✓ At the end of January 2026 there were over 88,500 charge points across the UK⁷ (an 18.6% increase since January 2025)
- ✓ In Croydon, there is one public chargepoint for every 11.6 BEVs (rising to one chargepoint for every 19.9 vehicles including all forms of plug-in hybrid)



⁶ <https://www.smmmt.co.uk/uk-new-car-market-breaches-two-million-as-almost-one-in-four-buyers-go-electric/>

⁷ <https://www.zapmap.com/ev-stats/how-many-charging-points>

POLICY CONTEXT



NATIONAL POLICY AND STATUTORY CONTEXT

Taking Charge: The Electric Vehicle Infrastructure Strategy⁸ (DfT, 2022)

The national EV strategy outlines government's commitment to support the expansion of chargepoint availability across the UK. It identifies a target of at least 300,000 public EV chargepoints by 2030, primarily delivered by the private sector, supported by local authorities and public funding. Government has committed to phasing out the sale of solely Internal Combustion Engine (ICE) vehicles by 2030. This commitment is supported by the Zero Emissions Vehicle (ZEV) Mandate that requires the majority of new car and van sales to be zero emissions by 2030, rising to 100% of all car and van sales by 2035. The sale of hybrids and plug-in hybrids will be permitted until 2035⁹.

The Public Charge Point Regulations 2023¹⁰

The Public Charge Point Regulations came into force on 24 November 2023. The regulations ensure that the experience of consumers using public charge points across the United Kingdom is consistent and positive. This will support the transition to electric vehicles (EVs) and help the UK to reach its climate targets.

As the UK transitions to EVs, the public charging network will only become more important. Whilst most people will do most of their charging at home, those without off-street parking and on long journeys will be reliant on public charging. It is important that the Council boosts confidence in the public charging network by ensuring that consumers can use public charge points easily.

The regulations build on four key areas of the consumer experience to ensure:

- consumers can easily locate the right public charge point to fit their needs
- ease of payment across public charge points
- consumers can be confident that public charge points will be in good working order
- consumers are able to compare prices across multiple public charge point networks

National Planning Policy Framework (NPPF)

The NPPF supports the transition to low-emission transport by encouraging the integration of EV charging infrastructure into new developments. The 2023 framework places a clear expectation on developers and local planning authorities to ensure EV charging forms part of sustainable transport planning and infrastructure provision.

Local plans are expected to align with this national policy direction by requiring EV charging points in residential, commercial, and mixed-use developments, supporting both accessibility and long-term decarbonisation goals. Guidance such as PAS 1899¹¹ can support planning authorities to ensure chargers are inclusive and accessible, reinforcing the broader aims of sustainability, accessibility, and good design¹².

⁸ Taking Charge: <https://www.gov.uk/government/publications/uk-electric-vehicle-infrastructure-strategy>

⁹ ZEV Mandate consultation outcome: <https://www.gov.uk/government/consultations/phasing-out-sales-of-new-petrol-and-diesel-cars-from-2030-and-supporting-the-zev-transition/outcome>

¹⁰ Public Charge Point Regulations 2023 guidance <https://www.gov.uk/government/publications/the-public-charge-point-regulations-2023-guidance/public-charge-point-regulations-2023-guidance>

¹¹ PAS 1899:2022 <https://knowledge.bsigroup.com/articles/accessible-electric-vehicle-chargepoints-a-review-of-pas-1899-2022-summary-report>

¹² Doncaster Council EVCP planning guidance note <https://www.doncaster.gov.uk/Documents/DocumentView/Stream/Media/Default/Planning/Documents/DM%20Planning/Electric%20Vehicle%20PAS1899%20Planning%20Guidance%20V1.pdf>

REGIONAL POLICY

London Mayor's Transport Strategy¹³ (TfL, 2018)

The London Mayor's transport strategy sets out the approach that the Mayor, GLA, TfL and London Borough Councils will take to transform transport across London. It outlines changes to reduce reliance on cars and increase use of walking, wheeling, cycling and public transport, alongside an intention to deliver a major expansion in EVCPs.

In 2022, the strategy was updated to outline how the challenges of toxic air pollution, the climate emergency and traffic congestion will be addressed through road user charging schemes and expanding the Ultra Low Emission Zone.

London's 2030 EV infrastructure strategy¹⁴ (TfL, 2021)

London's EV infrastructure strategy sets out TfL's vision for EV infrastructure (EVI) across London. It outlines how the public sector can support the expansion of EVI across London through facilitation, strategic oversight, access to land and finance. TfL analysis forecasts that London will need between 43,000 and 94,000 public EVCPs by 2030.

Transport for London's (TfL) Electric Vehicle Infrastructure Strategy 2025 Update¹⁵ outlines plans to expand public charge points to between 40,000 and 60,000 by 2030, including up to 4,000 rapid chargers. The strategy focuses on ensuring an accessible, affordable, and reliable charging network across London to support the transition to zero emission vehicles and the goal of a net zero carbon city by 2030.

London Plan 2021¹⁶

The London Plan 2021 sets a strategic framework that enables boroughs to expand EV charging provision, tailoring requirements to local needs while supporting London's broader decarbonisation and sustainable transport goals. It embeds EV charging as part of the transition to sustainable transport and aligns with wider zero carbon and air quality objectives, ensuring developments contribute to the shift from petrol and diesel vehicles.

The Plan supports on-street EV charging but emphasises that infrastructure must not compromise the public realm, particularly pedestrian accessibility. Where on-street charge points are necessary, they should ideally be located off the footway to avoid obstruction.

TfL 5-year plan¹⁷

London on the Move does not specifically address EV charging but does highlight the need to balance competing street space demands and for TfL to collaborate with London boroughs to deliver a safer, more efficient, and more sustainable transport network. Managing these competing demands for street space will be important in the delivery of additional on street chargepoints across Croydon.

LOCAL POLICY

The Mayor's Business Plan 2022-2026¹⁸ (LB Croydon, 2021)

The Mayor of Croydon's Business Plan prioritises making Croydon a safer, and healthier place, and taking action to reduce carbon emissions in Croydon. This includes supporting the transition to electric vehicles. The EVCP Strategy helps to meet two outcomes of the Mayor of Croydon's Business Plan:

Outcome 2: Croydon is a place of opportunity for business, earning and learning

Priority 1: Support the regeneration of Croydon's town and district centres, seeking inward investment and grants. This strategy outlines our approach to deploying grant funding and private investment for EV infrastructure across the borough, including in town and district centres.

Outcome 4: Croydon is a cleaner, safer, and healthier place, a borough we're proud to call home

Priority 5: Lead action to reduce carbon emissions in Croydon. Delivering EV infrastructure will improve air quality and reduce pollution, benefiting those with respiratory conditions or mobility challenges. We will partner with one or more Chargepoint Operators (CPO) to deliver EVCPs.

A Transport Vision for Croydon¹⁹ (LB Croydon, 2016)

Croydon's 2015 Transport Vision set out how people will move in Croydon over the next twenty years. It sees transport as a fundamental part of creating more liveable places and improving prosperity, health, and wellbeing. Transport, access and quality of place are all critical to achieving the councils ambition of Croydon being a place where:

- people choose to live
- companies and entrepreneurs choose to invest; and
- the metropolitan centre is a vibrant mixed-use district with increasing numbers of residents.

Croydon Local Plan²⁰ (LB Croydon, 2018)

Currently under review, the adopted Croydon Local Plan 2018 set out a vision for a cleaner and more sustainable environment with an excellent transport network that is safe, reliable and accessible to all. This included an ambition increase the number of EV chargepoints across the borough.

The Croydon Local Plan Partial Review (adoption anticipated 2026) also maintains policies that considered how planning policy will meet evolving parking needs, which included the requirement for private development to contribute to the provision of EVCPs and other sustainable transport measures to improve air quality and decarbonise private motor vehicle transportation over the plan period.

The Croydon Local Plan Partial Review additionally proposes the requirement for development to include provision of electric charging infrastructure suitable for electric bikes and mobility scooters. The Croydon Local Plan and its partial review, as well as the London Plan 2021, would support delivery

¹³ Mayors Transport Strategy: <https://www.london.gov.uk/programmes-strategies/transport/our-vision-transport/mayors-transport-strategy-2018>

¹⁴ London's EV Infrastructure Strategy: <https://tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging>

¹⁵ London's EV infrastructure strategy 2025 update <https://luc.content.tfl.gov.uk/electric-vehicle-infrastructure-strategy-2025.pdf>

¹⁶ London Plan 2021: <https://www.london.gov.uk/programmes-strategies/planning/london-plan/london-plan-2021>

¹⁷ TfL 5 year plan: <https://content.tfl.gov.uk/londononthemove.pdf>

¹⁸ Mayors Business Plan: 2022 to 2026 <https://www.croydon.gov.uk/mayors-business-plan-2022-2026>

¹⁹ Transport Vision for Croydon: <https://www.croydon.gov.uk/parking-streets-and-transport/transport-policies-and-plans/transport-vision-croydon>

²⁰ Croydon Local Plan <https://www.croydon.gov.uk/planning-and-regeneration/planning-policy/croydons-development-plan/local-plan-2018>

of EVCPs in new off-street EV charging facilities within private developments, complementing the overall objectives of this EV Strategy.

Local Implementation Plan 3²¹ (LB Croydon, 2019)

Croydon's third Local Implementation Plan set out the Council's proposals to implement the Mayor of London's Transport Strategy (MTS) objectives, in addition to the Council's own plans and ambitions. The MTS set out the strategic direction for transport in London, seeking to deliver integration of land use and transport and reduce dependency on cars.

Croydon's Third Local Implementation Plan (LIP 3) commits to expanding EV charging infrastructure across the borough to support a mainstream switch to EVs, improve air quality, and create a more sustainable environment. The plan includes an EV charging point programme with a long-term goal of installing a significant number of charge points, focusing on residential slow charging and exploring faster solutions. The roll out of EVI and electric car club vehicles were identified as key, alongside expansion of rapid charging hubs, use of electric taxis, e-bikes and e-cargo bikes.

The Croydon Climate Action Plan 2030²² (LB Croydon, 2025)

Croydon's Climate Action Plan 2030 updates the council's strategy on reducing greenhouse gas emissions and promoting a low-carbon economy. The plan is structured around five themes: establishing governance, promoting green economic recovery, greening neighbourhoods, engaging the community and businesses, and implementing large-scale changes.

This plan builds upon recommendations from the Croydon Climate Crisis Commission report and outlines strategies to reduce carbon emissions from activities within the borough. Decarbonisation of transport, including the transition to zero-emission vehicles, is a crucial part of this. The Croydon Climate Action Plan 2030 outlines actions for electric vehicles (EVs) to reduce carbon emissions, including expanding public charging infrastructure and electrifying the council's fleet. The plan aims to encourage residents and businesses to switch to EVs by 2035.

Air Quality Action Plan²³ (LB Croydon, 2024)

Croydon has a legal requirement to act on air quality. The 2024 Air Quality Action Plan outlines the actions that the council will take between 2024-2029 to reduce concentrations of, and exposure to, pollution. The London Atmospheric Emissions Inventory (LAEI) for Croydon identifies that 60% of all NO_x emissions are from road transport.

This strategy supports Priority 7 of the Air Quality Action Plan (AQAP): Assess potential impact of installing ultra-low emission vehicle (ULEV) infrastructure. Expanding EV infrastructure provision will increase confidence in transitioning to EVs, reducing harmful pollutants, including NO_x.

OTHER CONSIDERATIONS

In addition to the national, regional and local policy drivers set out above, wider changes in the EV and charging landscape are influencing the transition to EVs, including:

- Improvements in EV availability and affordability, including a growing used EV market
- Technological developments, including greater battery capacity and different battery chemistry
- Development and expansion of public charging options.
- Grant and other funding opportunities to expand public EVCP provision.

²¹ Third Local Implementation Plan: <https://www.croydon.gov.uk/parking-streets-and-transport/transport-policies-and-plans/third-local-implementation-plan>

²² The Croydon Climate Action Plan 2030: <https://www.croydon.gov.uk/sites/default/files/2025-07/croydon-climate-action-plan-2030.pdf>

²³ Air Quality Action Plan: <https://democracy.croydon.gov.uk/mgAi.aspx?ID=21891>

OUTCOME ONE: LEAD BY EXAMPLE

Priority 1.1 Croydon's fleet

The vehicle fleet is one of the areas where the Council have a high degree of control over the transition to EVs, as well as the opportunity through the fleet replacement cycle to move to EVs in a planned and supported programme of replacement.

Actions:

- Conduct fleet usage analysis to identify suitable vehicles for early transition.
- Explore funding options for transitioning council fleet to EV
- Introduce EV-first procurement policy for all new fleet vehicles.
- Transition 100% of LBC-owned cars and vans to electric by 2030.
- Use telematics data to monitor fuel use and emissions across the fleet.

Monitoring Measures:

- Annual CO₂ emissions from fleet vehicles.
- Number of EVs procured vs. total vehicles procured annually.

Priority 1.3: Support council officers to deliver the transition to sustainable mobility

Successful delivery of a more sustainable fleet and the expansion of access to EV charging will require officers from Transport, Highways, Facilities, Planning, Traffic Management and Fleet (among other teams) to work together. To be effective, officers across the council will need to understand their role in the transition.

Actions:

- Identify officers across the council to lead EV actions in their area.
- Improve cross-departmental working through knowledge building on EVs and EV infrastructure.
- Train relevant officers on EV infrastructure requirements and best practice that emphasise shared and community-based solutions.
- Establish a cross-council officer group to use the EVCP Strategy as the foundation for developing a joined-up approach to funding — helping Croydon identify opportunities early, work together on bids, and make the most of available grants and investment, including private sector opportunities.

Monitoring Measures:

- Relevant teams to have an appointed EV lead.
- Officer training completion rates.

Priority 1.2: Depots and LBC Sites

To successfully transition our fleet to EVs it is critical for our depots and sites to have appropriate charging infrastructure installed to allow our EVs to charge now, and into the future. Providing EV charging for staff at other council owned sites will support our staff to use EVs for business travel (where appropriate).

Actions:

- Conduct energy capacity assessments for each site to support EV charging.
- Explore funding options for installation of EV charging infrastructure at Council facilities.
- Complete an HR and finance assessment as part of any staff EV charging project.
- Install EV charging infrastructure at all major depots and council sites by 2027.
- Prioritise depot upgrades based on fleet transition timelines.
- Ensure all council buildings are EV-ready (with passive or active charging provision).

Monitoring Measures:

- Number of sites with operational EV chargers.
- Charger utilisation rates (monthly).

THE COUNCIL'S OWN EV TRANSITION

As a local authority, the Council can support residents and businesses to switch to EVs and sustainable transport. But it is also important to consider what the Council can do to reduce emissions from its own transport operations.

The Council wants to be a leader in the transition to EVs and to do that the Council needs to make sure it is leading by example in the areas that the Council can control. That includes Council fleet, depot and office locations, as well as working with partners to promote the growing public network of EV chargers and working in collaboration with CPOs, local businesses, residents and other partners to develop the network.

Croydon fleet managers will identify vehicles that are suitable for transition to EV in line with the regular fleet replacement cycle, and will work with vehicle providers to source appropriate electric replacement vehicles.

FUNDING EV INFRASTRUCTURE FOR COUNCIL STAFF AND FLEET

LEVI funding allows the expansion of the public EV charging network across Croydon but cannot be used to fund the installation of chargepoints for our own fleet use. Other grant funding is available from the Office for Zero Emissions Vehicles (OZEV) to support the Council in installing EV chargepoints for fleet and staff use.

The Workplace Charging Scheme²⁴ and EV Chargepoint and Infrastructure Grants for Landlords²⁵ can both be used by local authorities towards the cost of installing EV chargepoints for fleet and staff use. The council will explore use of these, and other internal and external funding streams to expand EV chargepoint provision at depots and other council premises.

Where it is not possible to access grant funding for a site, the council will explore additional options to fund our EVI expansion.

ENSURING COMPLIANCE WITH STATUTORY DUTIES

This strategy does not, and does not seek to, override the council's formal duties under planning, highways or any other statutory duties. It is not a planning document and should not be read as planning policy. Rather, it aims to ensure that these duties are delivered, and that where possible, engagement with residents and groups goes further than statutory consultation and seeks to actively involve residents in decisions.

The delivery of EV infrastructure – both for Council fleet vehicles and for public use – will involve a range of teams across the council. It will be important for the officers delivering these projects to work closely with colleagues in planning, highways, traffic management and other teams across the council to understand and ensure that all statutory obligations on councils are fulfilled.

Training and development for officers involved in delivery of EV infrastructure will be offered to support the council to improve cross departmental working and ensure a good understanding of EVs, EV infrastructure and other related assets. In addition, officers will work to upskill on relevant sections of permitted development rights and building regulations as they relate to the delivery of EV charging. This will be particularly important when delivering any cross-pavement channel (XPS) projects.

Officers will also work across teams to ensure that equalities and data protection impact assessments are undertaken and that any modifications to delivery are undertaken as a result.

²⁴ The Workplace Charging Scheme: <https://www.find-government-grants.service.gov.uk/grants/workplace-charging-scheme-2#summary>

²⁵ EV Chargepoint and Infrastructure Grants for Landlords <https://www.gov.uk/electric-vehicle-chargepoint-grant-landlords>

OUTCOME TWO: PUBLIC CHARGING INFRASTRUCTURE

Priority 2.1: Delivering the right chargepoints, in the right place, at the right time

We will expand the provision of EV charging for residents without access to off-street parking through our actions. In residential areas we will deploy on-street standard chargers and will explore options to provide more powerful public chargers where feasible. We will support businesses to install EVCPs.

Actions:

- Facilitate access to home charging by promoting government grants and working with housing providers to retrofit EV infrastructure in social housing.
- Consider how the council can support the sharing of private EV chargepoints for public use
- Work with CPOs to expand the network of public charging across Croydon to facilitate easy access to charging for residents without access to off-street parking.
- Identify residential areas across the borough that are currently more than 200m from a chargepoint.
- Help residents and our partners across Croydon engage with statutory consultation processes to better understand what will happen, when it will happen, and how they can engage effectively,
- Maintain clear alignment with national/regional/local policy as this develops.
- Support workplace charging through business engagement and promotion of relevant government grants.
- Identify suitable locations for off-street charging hubs (e.g. car parks, community centres)
- Identify key destinations (e.g. leisure centres, retail parks, transport hubs) for strategic deployment of rapid and ultra-rapid chargers.

Monitoring Measures:

- Number and type of public chargers installed
- % of major employers with workplace charging facilities.
- Chargepoint utilisation and downtime statistics

Priority 2.2: Local Leadership & Promotion

Although the transition to EVs is accelerating, we can play a role in promoting the switch to cleaner travel across Croydon. Raising awareness of the growing EVCP network and encouraging our residents to consider how they travel, as well as signposting to further support and resources will support faster adoption.

Actions:

- Launch a public campaign showcasing LBC's EV transition and progress in reducing transport emissions.
- Host annual EV community showcase events with local businesses and residents to showcase sustainable transport options.
- Develop a public dashboard showing EV strategy metrics and progress.
- Provide a clear consultation statement in engagement materials to help make approval processes transparent and easier to understand, helping residents and our partners across Croydon to shape the emerging EVCP network.
- Include EV and sustainable transport actions in climate communications and reports.

Monitoring Measures:

- Public engagement metrics (event attendance, campaign reach).
- Website traffic to EV dashboard.
- Resident and business feedback via annual surveys.

Priority 2.3: Work with community partners

We cannot deliver EV charging alone and will need to work with a range of partners to successfully expand the EV charging network. Alongside engaging the private sector, we will work with residents' groups, local businesses and other organisations across Croydon.

Actions:

- Create an EV partnership forum with local business, community groups and CPOs.
- Actively engage with disability and minority community advocacy groups to ensure charging provision is accessible to them.
- Partner with local employers to promote workplace charging, shared mobility and fleet electrification.
- Work with housing associations and landlords to support shared charging solutions.
- Work with housing services and our estates teams to identify where EV charging could best support residents on our Council estates, understand any practical constraints, and bring forward solutions that deliver real benefits for those communities.

Monitoring Measures:

- Number of active partnerships and joint initiatives.
- Partnership satisfaction and participation rates.
- Progress on shared infrastructure projects.
- Site selection model, ongoing analysis and monitoring, in line with equalities considerations

Priority 2.4: Work with the private sector

Working with partners is essential to delivering our EV strategy. We will need to establish and maintain strong partnerships with a range of external organisations to facilitate grid connections, install chargepoints and ensure they are well maintained.

Actions:

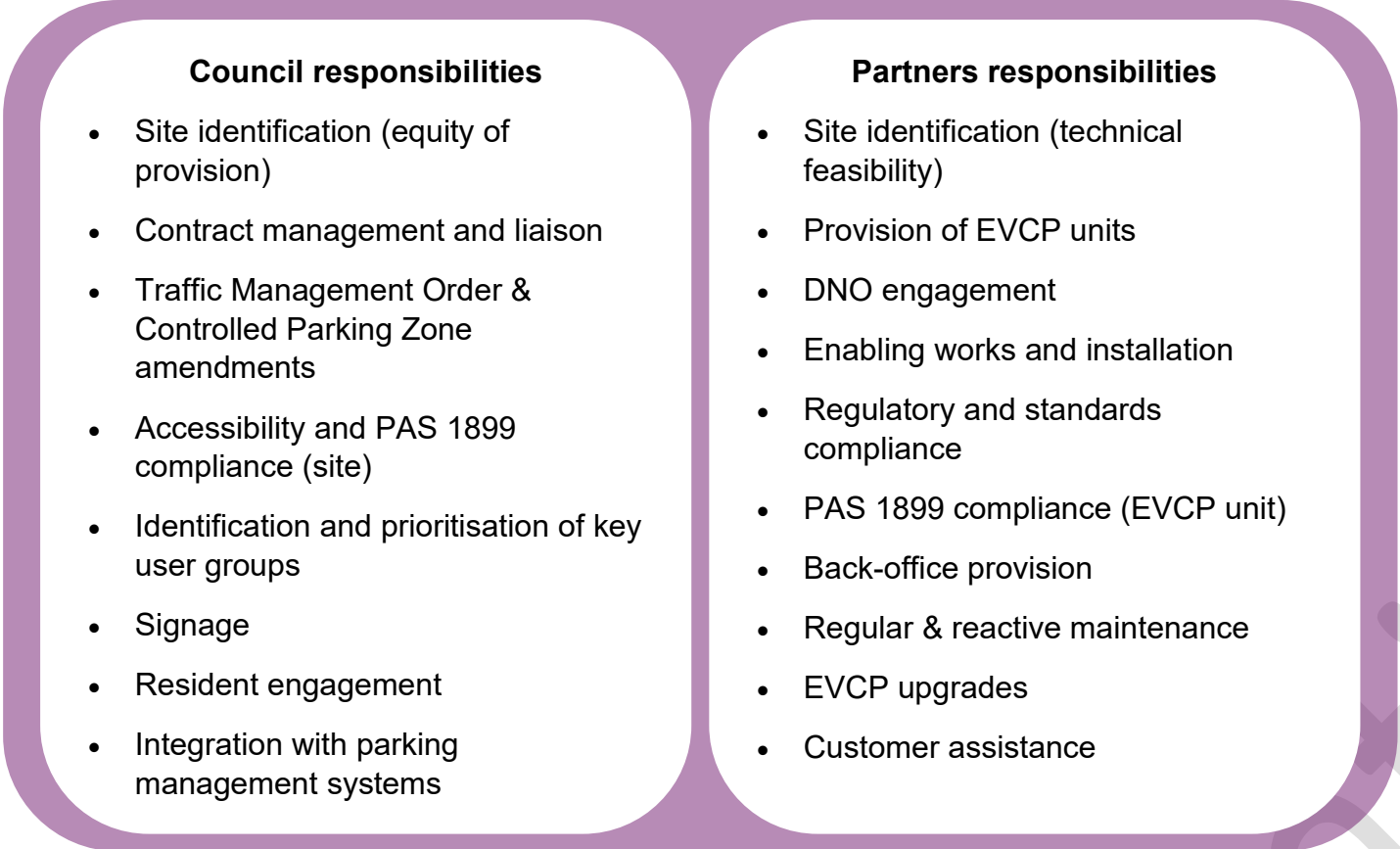
- Develop a transparent and competitive process for selecting CPOs.
- Look at how other boroughs have successfully delivered EV charging through partnership approaches, and use the learning to shape a strong, value-for-money procurement processes for Croydon
- Establish long-term partnership with CPOs to ensure maintenance, upgrades, and data sharing.
- Work with CPO(s) to work towards chargepoints complying with PAS 1899
- Facilitate grid connection discussions between CPOs and DNOs.
- Encourage low impact innovation in EV charging through supporting trials of new and emerging technology that reduce material and energy use.

Monitoring Measures:

- Average uptime and reliability of public chargers.
- Proportion of installed chargepoints that are PAS 1899 compliant to at least minimum specification
- Time from planning to installation for new charge points.
- Feedback from providers on council engagement and support.

FUNDING EVI EXPANSION IN CROYDON

The council does not have its own funding to contribute to the expansion of EVCPs across Croydon but is able to lead and leverage grant funding to secure private investment in residential EV charging.



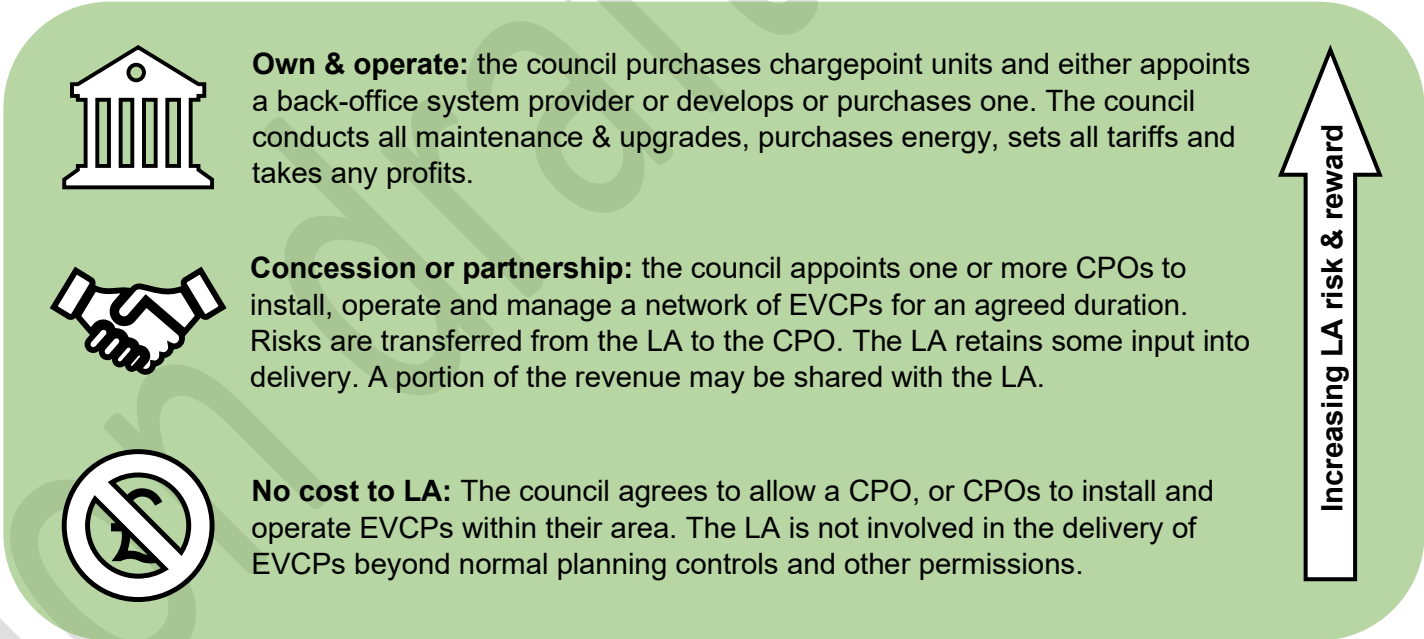
The Local EV Infrastructure (LEVI) scheme²⁶ is a grant fund from the OZEV to accelerate investment in local charging infrastructure and expand the deployment of low power, on-street chargepoints, primarily for the benefit of residents. LEVI includes capital (for EVI)²⁷ and capability (for project staff)²⁸ funding and has been allocated to local authorities by OZEV, working with London Councils²⁹. Croydon is working in partnership with Bexley, Havering and Bromley to deliver LEVI.

The Council will use LEVI funding to deliver primarily lamp column chargepoints. This minimises additional street furniture and aligns with the residential nature of the borough, where slower, overnight charging is most practical and cost-effective. The Council will consider proposals for other forms of charging including fast and rapid or ultra rapid chargepoints alongside standalone bollard chargepoints where these fit with the streetscape and lamp column chargepoints are not feasible.

THE ROLE OF THE COUNCIL AND THE PRIVATE SECTOR

The Council can create an enabling environment for private sector investment in electric vehicle charging infrastructure. This includes setting clear strategic priorities, processes, and providing guidance on suitable locations to ensure alignment with transport and sustainability objectives.

By fostering collaboration and offering certainty, the Council can reduce barriers to entry, encourage innovation and accelerate the rollout of a reliable, accessible charging network across the borough. There are a range of potential delivery models that could expand our charging network. Each carries a different level of risk and reward and requires a corresponding level of investment from the council.



In line with the recommendations of the LEVI support body, the Council is pursuing a concession contract with our partners to appoint one (or more) CPOs to deliver the next phase of our EVCP expansion. Under this approach, the roles of the council and private sector partners are well defined:

FAIR AND EQUITABLE CHARGING

Our approach to expanding EV infrastructure will be to ensure a fair and equitable distribution of chargepoints across the borough, that allows our residents and businesses to transition to EV when they are ready. That means delivering reliable, accessible chargepoints in the right places. It is also important to make sure that the timing of installation is appropriate. The Council will work with partners to install chargepoints just ahead of demand in the local area.

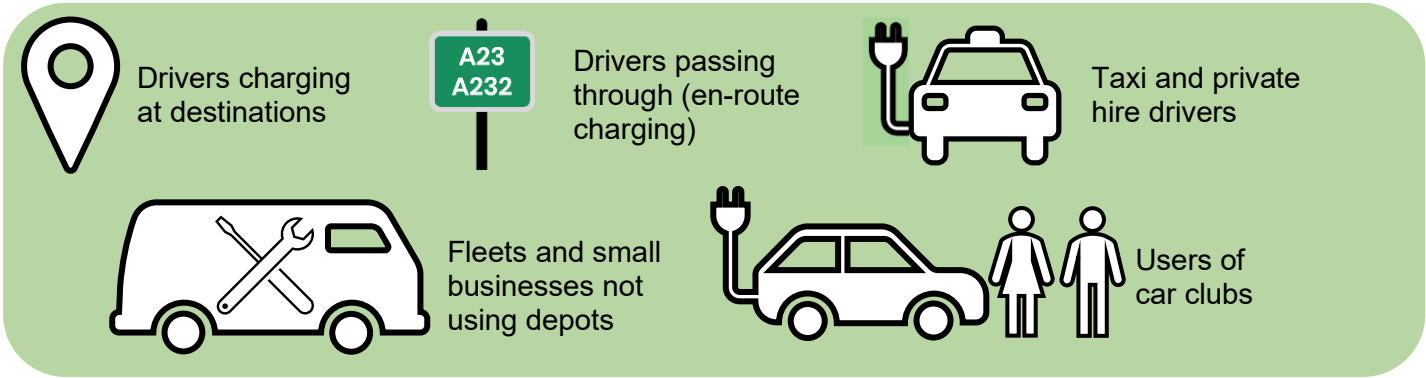
Most chargepoints will be installed where they are easy to access for residents who do not have access to off-street parking. However, there are other user groups whose needs the Council must consider. Some of these users may also have access to off-street parking but others will not – or will be looking for a top up charge before completing the next leg of their journey or shift.

²⁶ Electric vehicle charging infrastructure: help for local authorities: <https://www.gov.uk/guidance/electric-vehicle-charging-infrastructure-help-for-local-authorities#funding-schemes>

²⁷ LEVI Capital funding amounts and project status: <https://www.gov.uk/government/publications/local-ev-infrastructure-levi-funding-amounts/local-electric-vehicle-infrastructure-levi-funding-amounts-capital>

²⁸ LEVI Capability: funding amounts: <https://www.gov.uk/government/publications/local-ev-infrastructure-levi-funding-amounts/local-ev-infrastructure-levi-capability-funding-amounts>

²⁹ London Councils: the collective organisation of local government in London <https://www.londoncouncils.gov.uk/>



ACCESSIBILITY

If the needs of people with accessibility needs are not considered in expanding EVCP provision, the Council risk disincentivising or alienating a large group of drivers and users of chargepoints. Disabled users will fall into one (or more) of the user types identified above, and it is important that chargepoints are as accessible as possible to enable this group to make the transition to EV.

PAS 1899:2022³⁰ has been developed by the British Standards Institute, working with Motability. It identifies a number of criteria that affect how accessible a chargepoint is – from the design of the chargepoint and cable management methods to the surrounding infrastructure and landscaping.

PAS 1899:2022 sets out a range of measures for local authorities, CPOs and landowners to consider that will make chargepoints accessible for users with disabilities or additional needs. The Standards cover both the chargepoint itself and the built environment. A review³¹ completed in 2025 identified parts of the standard that were challenging to implement and made recommendations for updates to technical details, availability of assistance and to differentiate more between on- and off-street charging – including splitting the standard into two parts, one of off-street and the other for on-street.

The Council will work with our partners to ensure that EVCPs across the borough are designed and installed with accessibility as a key consideration. This will mean that some installations are more accessible than others. Where multiple EVCPs are installed in one location, the Council will ensure that a proportion of those are fully accessible, including designating disabled bays as appropriate.

CHARGEPOINT REQUIREMENTS

Delivering the right chargepoints

Chargepoint power is grouped into five categories from low to ultra-rapid, with more powerful chargers delivering a shorter charging time. The length of time taken to charge an EV depends on three factors:

- Battery size,
- Chargepoint power, and
- Battery state of charge at the start of the charging session

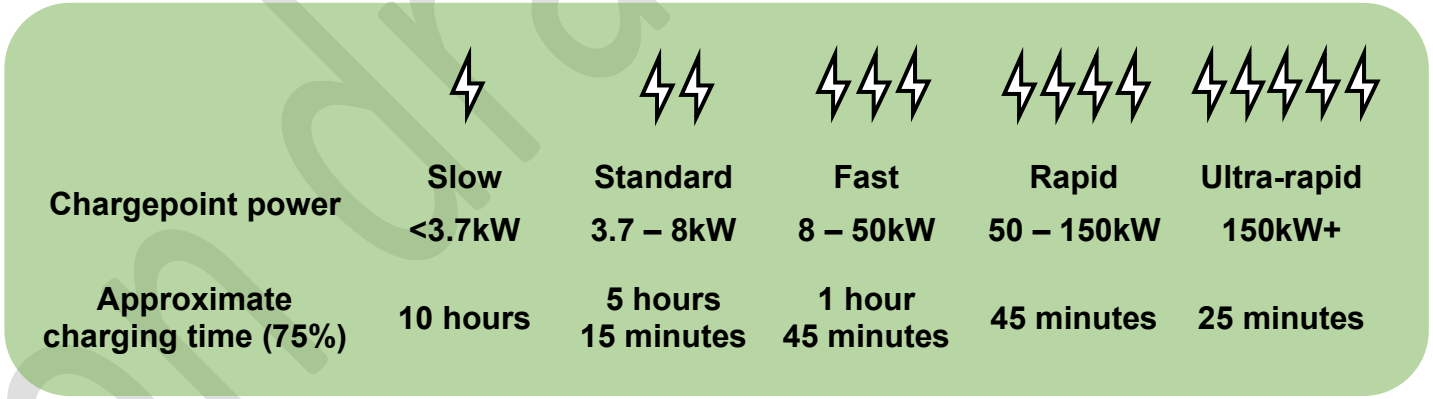


Figure 5: Charging power and approximate charging time for 75% battery charge

The most appropriate chargepoints for each location will vary depending on factors including typical length of stay and primary use type (Figure 6). Users will not exclusively use one type of chargepoint – most will charge at or close to home where possible as this offers the most cost effective and convenient option. Where this is not possible, users will use a charger appropriate to their needs.

Different types of chargepoint are appropriate for different types of users and use cases (Figure 7). The Council will install primarily standard power chargepoints in residential areas, including in residential charging hubs. The Council will work with partners to identify areas where installing fast chargepoints may be appropriate.

Chargepoint power	Slow <3.7kW	Standard 3.7 – 8kW	Fast 8 – 50kW	Rapid 50 – 150kW	Ultra-rapid 150kW+
Home (off-street)	✓	✓			
Residential (on-street)		✓			
Destination		✓	✓	✓	
Workplace		✓	✓	✓	
On-route				✓	✓

³⁰ PAS 1899:2002 – Electric Vehicles Accessible Charging Specification: <https://www.bsigroup.com/en-GB/insights-and-media/insights/brochures/pas-1899-electric-vehicles-accessible-charging-specification/>

³¹ <https://knowledge.bsigroup.com/articles/accessible-electric-vehicle-chargepoints-a-review-of-pas-1899-2022-summary-report>

Charging hubs		✓		✓	✓
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Figure 6: EVCP power rating and primary use case for Croydon

	Low <3.7kW	Standard 3.7 – 8kW	Fast 8 – 50kW	Rapid 50-150kW	Ultra-Rapid 150kW +
Location types	Residential	Residential Destination	Destination	Destination En-route	En-route
Primary user groups	Residents without their own EV chargepoint	Residents Visitors Fleet drivers Taxi & private hire drivers (off shift) Car clubs	Visitors Fleet drivers	Visitors Fleet drivers Taxi & private hire drivers (off shift) Car clubs (when in use)	Visitors Fleet drivers Taxi & private hire drivers (off shift) Car clubs (when in use)

Figure 7: EVCP power, location types and primary user groups

While there may be some locations across the borough where rapid and ultra-rapid charging could be installed, these cost more to install and to use. Feedback from the market also suggests that operators are willing to fund the development of rapid and ultra-rapid charging, so the council has less of a role in delivering these but will work with providers to ensure that statutory duties are exercised and relevant regulations are followed.

Getting the locations right

Our priority is to locate chargepoints in residential areas where they can improve equity of access for residents who don’t have access to off-street parking. To ensure balanced deployment across Croydon, the Council will also consider EVCPs in areas with high potential usage.

The Council will use a range of data to identify sites, including mapping areas lacking off-street parking, postcode data and EV uptake projections. This will be combined with resident requests and feedback from partners, including residents, councillors and Council teams.

By installing EVCPs in areas where demand is currently lower and CPOs may be less willing to invest, the Council will deliver charging capability ahead of demand, allowing all residents to transition to EVs when the time is right.

A minimum 80% of chargepoints delivered using LEVI funding will be installed at on-street locations, and most of these will be in areas where residential properties lack off-street parking. Where installing chargepoints on-street would be challenging, the Council may install EVCPs in public car parks in or close to residential areas. The Council will also consider installing in areas that are more than a 5-minute walk from an existing chargepoint.

Getting the price right

Pricing for public EVCPs is an important issue – EV drivers who can access domestic electricity prices and off-peak tariffs to charge their vehicle can benefit from very low costs.

For public charging, CPOs will be looking to cover their costs and make a return on their investment. Final responsibility for the pricing strategy will rest with CPOs, but the council will retain a level of influence over the tariffs charged. This will ensure that costs for using EVCPs across Croydon are clear, consistent and comparable to other areas and charging networks for similar power ratings.

Number of chargepoints

Demand for EV charging is projected to increase significantly in the future, with forecasts projecting a need for between 4,000 and 12,500 EVCPs required across Croydon by 2035. Figure 8 shows the impact of different delivery models on the amount of chargepoints required.

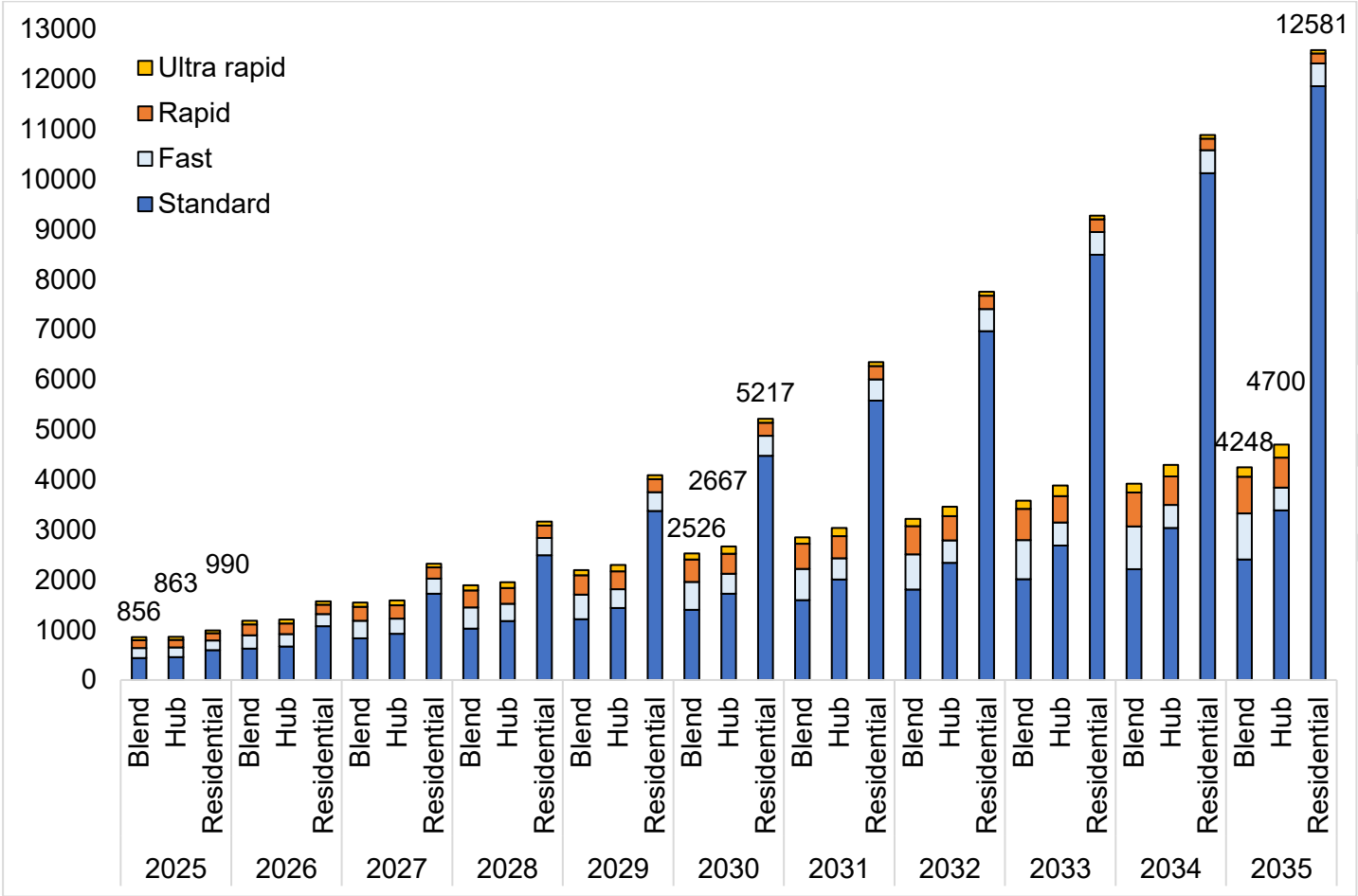


Figure 8: Number of chargepoints required under different delivery models

The Council will seek to deliver a blended model of chargepoint roll out to deliver 4,200 EVCPs by 2035 to ensure that the network across Croydon works for all our users. This model assumes that the current split of power delivery (amount of power delivered by chargepoints at each power banding) continues.

The ‘residential’ model assumes that 80% of charging need will be met through near-home (standard and fast) chargepoints – hence the much higher number of these types of chargepoints. The hub model assumes that 80% of charging will take place at journey and destination charging hubs (using ultra-rapid, rapid and occasionally fast chargers).

The Council cannot deliver these chargepoints alone and will appoint one or more CPOs to help us identify sites and deliver the right chargepoints, in the right place, at the right price, in line with our blended approach.

Future developments

As more residents and visitors switch to EVs, the demands on, and users of, charging infrastructure will change, as will their charging habits and preferences. Developments in charging technology – both in chargepoints and vehicles will play a part in this.

The Council will maintain a watching brief on these developments and will review its approach as needed to make sure the Council and its CPO(s) continue to deliver a chargepoint network that meets the needs of users.

OUTCOME THREE: MAKING BEST USE OF THE KERBSIDE

Priority 3.1: Making best use of the kerbside

Managing our kerbside is complex, and residential EV charging – public or private – can add another layer of challenge to managing this space. We will need to find the balance between expanding access to EV charging and protecting kerb space for other uses, including other forms of sustainable and active travel, green space and community uses alongside vehicle parking.

Actions:

- Ensure EV infrastructure installations comply with accessibility and safety standards.
- Ensure EV charging is integrated into wider kerbside management policies (e.g. loading bays, disabled parking).
- Make sure our EV charging decisions line up with wider work on parking, CPZ reviews, traffic management, air quality and the Local Plan, by using shared, consistent criteria. Helping to manage the kerbside well and making the best use of our streets.
- Introduce EV-only bays in residential and commercial zones with clear signage and enforcement.
- Review Controlled Parking Zones (CPZs) to support EV uptake without displacing non-EV users.
- Explore alternatives/trials to kerbside charging that reduce car dependency, such as neighbourhood mobility hubs combining shared mobility services (such as EV car clubs and e-bikes) and public transport.

Monitoring Measures:

- Proportion of residential streets within a 5-minute walk of a public EV charger
- Average monthly utilisation per charger (on-street vs off-street).
- Annual survey results on kerbside EV access, and safety and public space quality.
- Number of EV bay violations and enforcement actions.

Priority 3.2: Supporting other forms of EV charging

The principles of providing EV chargepoints are well established. However, the EV charging industry is still developing and innovation in EV and EV charging technology occurs regularly.

Cross pavement gulleys and pop-up (also called 'flat & flush') chargepoints are potential solutions we may choose to deploy in Croydon in the future.

Wireless charging is a new innovation and not yet market ready – but will still rely on power being available at or near streets. To maximise the opportunity for Croydon, the council needs to be aware of these, and other developments across the industry.

Actions:

- Trial cable channel systems or pavement gulleys to safely manage trailing cables in high-density residential areas lacking off-street parking.
- Partner with technology providers to test wireless or pop-up charging options.
- Provide guidance for residents on safe cable use and alternatives to home charging.
- Maintain a watching brief on developments and innovation within the EV charging industry

Monitoring Measures:

- Number of reported issues related to trailing cables.
- Number and outcomes of pilot projects (e.g. cable channels, wireless charging).

KERBSIDE MANAGEMENT

Our kerbside space across Croydon is a significant, valuable, area of public space mostly recognised as an area where cars park. Maintaining public safety through use of single and double yellow lines is a priority. Regarding the rest of our kerb space, the Council must balance the competing demands for parking, driveways and loading bays against the benefits of more sustainable uses such as pedestrian crossings, street trees, taxi bays and cycle parking.

EV charging is an emerging factor within this mix of uses, and one the Council will need to carefully integrate into existing kerbside management. In expanding access to EV charging the Council needs to be clear that the installation of EV charging outside a property does not guarantee the space for that resident. Solutions such as cross pavement gulleys which enable access to domestic electricity rates for EV charging may increase this perception and will need to be carefully managed.

STREET HIERACHY

Provision of EVCPs will need to have due regard to Croydon's Street Hierarchy (refer to Appendix B). To ensure safety, accessibility, and minimal disruption to traffic flow, chargepoints should avoid placement on main roads, particularly within or adjacent to bus lanes and designated cycle routes. Additionally, charging infrastructure should not be installed in areas with high parking turnover, such as near retail shops or locations where short-stay parking is essential for business operations. Priority should be given to sites that support longer dwell times and do not interfere with public transport or active travel corridors.

CROSS PAVEMENT CHARGING SOLUTIONS

Cross pavement charging solutions (CPS) is a term for EV charging solutions that allow residents who do not have an off-street driveway to charge an EV using their home electricity supply and benefitting from lower per kWh costs. CPS is a new and rapidly developing EV charging solution and there are a range of potential safety concerns around their installation and use.

In 2024, DfT published guidance for local authorities setting out some benefits, minimum standards and responsibilities for CPS³². This was followed in summer 2025 with £25m in capital grant funding for authorities to expand access to pavement channel solutions (not temporary mat covers or underground channels) and support EV uptake in areas without access to off-street parking^{33,34}. In November 2025, to support the grant funding, Cenex provided local authorities with a Delivery Blueprint for installing CPS.

Solutions fall into three broad categories – temporary covers, permanent channels and underground channels:

Temporary covers: mats that can be laid over an EV charging cable to provide protection for the cable, improve visibility and reduce trip hazards. These are removable and only used when the vehicle is plugged in.

However, these solutions do not fully address potential safety, street scene and trip hazard concerns.

Permanent channels: also called charging gullies, these are channels cut into the pavement surface by a licensed contractor who installs a dedicated solution that runs from the property to the kerbside to allow residents to charge. A lid or cover sits flush with the pavement surface and protects the cable when in use.

The cable is removed from the channel when not in use. Residents are responsible for ensuring proper use of the channel. Typically, either the resident or council will own the gully, and residents must prove they have adequate insurance cover for its use. Maintenance responsibility sits with the council or the resident.

Councils may charge an annual licence fee to cover maintenance, inspection and safety checks.

Pavement channels address some of the concerns associated with temporary covers but do not fully address electrical safety or accessibility concerns.

Underground channels: use a flat and flush connector point, set into the pavement, and a permanently installed cable that connects with the power supply of the adjacent dwelling.

Croydon has been allocated, and has applied for, £193,000 of grant funding to deliver CPS across the borough. We anticipate that funding will cover the installation of approximately 160 pavement channels. Once funding has been confirmed, we will undertake a pilot project of approximately 10 CPS installations, primarily with identified disabled drivers and Motability customers who have an EV and a dedicated disabled bay at their residence.

After the trial, we will look to develop a more detailed policy to guide further expansion of CPS. Initially, this will be undertaken using remaining grant funding. Once the funding has been used up, we anticipate residents moving to a self-funded model for installation.

³² <https://www.gov.uk/government/publications/cross-pavement-solutions-for-charging-electric-vehicles/cross-pavement-solutions-for-charging-electric-vehicles>

³³ <https://www.gov.uk/guidance/apply-for-the-electric-vehicle-ev-pavement-channels-grant>

³⁴ <https://energysavingtrust.org.uk/grants-and-loans/electric-vehicle-pavement-channels-grant/>

ACTION PLAN

Proposed actions are shown below. Given the cross-cutting nature of the strategy, collaboration across the authority is essential. Officers will be brought together to ensure council wide engagement in the emerging strategy. Delivery will be led by teams across the council but will include engagement with external partners, groups and associations to ensure that chargepoints installed meet the needs of all users.

Delivery Plan priority	Action	Service lead (Refer to Priority 1.3)	Timescale	Budget/ Resource (Refer to Priority 1.3)	Monitoring measures
			Short 2026–27		
			Medium 2028–30		
			Long 2030–35		
OUTCOME ONE: LEAD BY EXAMPLE					
PRIORITY 1.1: Our fleet	Conduct fleet usage analysis to identify suitable vehicles for early transition.		Short		Annual CO ₂ emissions from fleet vehicles.
	Introduce EV-first procurement policy for all new fleet vehicles.		Short		
	Explore funding options for transitioning council fleet to EV.		Short		Number of EVs procured vs. total vehicles procured annually.
	Transition 100% of LBC-owned cars and vans to electric by 2030.		Medium		
	Use telematics data to monitor fuel use and emissions across the fleet.		Short		
PRIORITY 1.2: Depots and LB Croydon sites	Conduct energy capacity assessments for each site to support EV charging.		Short		Number of sites with operational EV chargers.
	Explore funding options for installation of EV charging infrastructure at Council facilities.		Short		
	Complete an HR and finance assessment as part of any staff EV charging project		Short		
	Install EV charging infrastructure at all major depots and council sites by the end of 2027.		Short		Charger utilisation rates (monthly).
	Prioritise depot upgrades based on fleet transition timelines.		Medium		
	Ensure all council buildings are EV-ready (with passive or active charging provision).		Short		
Priority 1.3: Support council officers to deliver the transition to sustainable mobility	Identify officers across the council to lead EV actions in their area.		Short		Relevant teams to have an appointed EV lead. Officer training completion rates.
	Improve cross-departmental working through knowledge building on EVs and EV infrastructure.		Short		
	Train relevant officers on EV infrastructure requirements and best practice that emphasise shared and community-based solutions.		Ongoing		
	Establish a cross-council officer group to use the EVCP Strategy as the foundation for developing a joined-up approach to funding — helping Croydon identify opportunities early, work together on bids, and make the most of available grants and investment, including private sector opportunities.		Short		

Delivery Plan priority	Action	Service lead (Refer to Priority 1.3)	Timescale Short 2026–27 Medium 2028–30 Long 2030–35	Budget/ Resource (Refer to Priority 1.3)	Monitoring measures
OUTCOME TWO: CHARGING INFRASTRUCTURE)					
PRIORITY 2.1: Delivering the right chargepoints, in the right place, at the right time	Facilitate access to home charging by promoting government grants and working with housing providers to retrofit EV infrastructure in social housing.		Medium		Number and type of public chargers installed % of major employers with workplace charging facilities. Chargepoint utilisation and downtime statistics
	Work with CPO(s) to expand the network of public charging across Croydon to facilitate easy access to charging for residents without access to off-street parking.		Medium		
	Identify residential areas across the borough that are currently more than 200m from a chargepoint.		Short		
	Help residents and our partners across Croydon engage with statutory consultation processes to better understand what will happen, when it will happen, and how they can engage effectively,		Short		
	Maintain clear alignment with national/regional/local policy as this develops		Short		
	Support workplace charging by engaging with businesses and promoting relevant government grants.		Short		
	Identify suitable locations for off-street charging hubs (e.g. car parks, community centres)		Short		
	Identify key destinations (e.g. leisure centres, retail parks, transport hubs) for strategic deployment of rapid and ultra-rapid chargers.		Short		
PRIORITY 2.2: Local Leadership & Promotion	Launch a public campaign showcasing LBC's EV transition progress.		Short		Public engagement metrics (event attendance, campaign reach). Website traffic to EV dashboard.
	Host annual EV showcase events with local businesses and residents.		Ongoing		
	Develop a public dashboard showing EV strategy metrics and progress.		Short		
	Provide a clear consultation statement in engagement materials to help make approval processes transparent and easier to understand, helping residents and our partners across Croydon to shape the emerging EVCP network.		Short		
	Include EV and sustainable transport actions in climate action communications and reports.		Ongoing		
PRIORITY 2.3: Work with community partners	Establish an EV partnership forum with local businesses, charge point operators, and community groups.		Ongoing		Number of active partnerships and joint initiatives. Partnership satisfaction and participation rates.
	Actively engage with disability and minority community advocacy groups to ensure charging provision is accessible to them.		Ongoing		
	Partner with local employers to promote workplace charging and fleet electrification.		Ongoing		

Delivery Plan priority	Action	Service lead (Refer to Priority 1.3)	Timescale Short 2026–27 Medium 2028–30 Long 2030–35	Budget/ Resource (Refer to Priority 1.3)	Monitoring measures
	Work with housing associations and landlords to support shared charging solutions.		Ongoing		Progress on shared infrastructure projects.
	Work with housing services and our estates teams to identify where EV charging could best support residents on our Council estates, understand any practical constraints, and bring forward solutions that deliver real benefits for those communities.		Short		Site selection model, ongoing analysis and monitoring, in line with equalities considerations
PRIORITY 2.4: Work with the private sector	Develop a transparent and competitive process for selecting CPOs for public land.		Short		Average uptime and reliability of public chargers. Proportion of installed chargepoints that are PAS 1899 compliant to at least minimum specification Time from planning to installation for new charge points. Feedback from providers on council engagement and support.
	Look at how other boroughs have successfully delivered EV charging through partnership approaches, and use the learning to shape a strong, value-for-money procurement processes for Croydon		Short		
	Establish long-term partnership with CPOs to ensure maintenance, upgrades, and data sharing.		Ongoing		
	Work with CPO(s) to ensure chargepoints are PAS 1899 compliant		Ongoing		
	Facilitate grid connection discussions between providers and DNOs.		Short		
	Encourage innovation in EV charging through supporting trials of new and emerging technology.		Medium – long		
	Consider introducing requirements that new developments exceed the minimum requirements in Approved Document S: Infrastructure for charging electric vehicles.		Long		
OUTCOME THREE: MAKING BEST USE OF THE KERBSIDE					
Priority 3.1: Making best use of the kerbside	Ensure EV infrastructure installations comply with accessibility and safety standards.		Short – ongoing		Proportion of residential streets within 5-minute walk of a public EV charger
	Ensure EV charging is integrated into wider kerbside management policies (e.g. loading bays, disabled parking).		Short		Average monthly utilisation per charger (on-street vs off-street).
	Make sure our EV charging decisions line up with wider work on parking, CPZ reviews, traffic management, air quality and the Local Plan, by using shared, consistent criteria. Helping to manage the kerbside well and making the best use of our streets.		Short		Annual survey results on kerbside EV access and safety.
	Introduce EV-only bays in residential and commercial zones with clear signage and enforcement.		Ongoing		Number of EV bay violations and enforcement actions.

Delivery Plan priority	Action	Service lead (Refer to Priority 1.3)	Timescale Short 2026–27 Medium 2028–30 Long 2030–35	Budget/ Resource (Refer to Priority 1.3)	Monitoring measures
	Review Controlled Parking Zones (CPZs) to support EV uptake without displacing non-EV users.		Ongoing		
Priority 3.2: Supporting other forms of EV charging	Trial cable channel systems or pavement gulleys to safely manage trailing cables in high-density residential areas.		Short		Number of reported issues related to trailing cables.
	Partner with tech providers to test wireless or pop-up charging technologies.		Medium		Number and outcomes of pilot projects (e.g. cable channels, wireless charging).
	Provide guidance for residents on safe cable use and alternatives to home charging.		Short		
	Maintain a watching brief on developments and innovation within the EV charging industry		Ongoing		

Consultation

GLOSSARY

Active travel
Walking, wheeling, cycling, scooting

AQAP
Air Quality Action Plan

BEV
Battery Electric Vehicle

BSI
British Standards Institute

Cenex
Centre of Excellence (low emission transport & associated energy infrastructure)

Charging Hub
Off-street location with rapid/ ultra rapid EVCPs (may have a roof and other facilities)

CO₂
Carbon Dioxide

CPO
Chargepoint Operator

CPS
Cross Pavement (Charging) Solutions

Cross pavement gulley or channel
A conduit laid into the pavement surface to allow a charging cable to cross the pavement

Croydon Advisory Forum on Active, Sustainable and Accessible Transport
An advisory body convened by Croydon Council to discuss, review, and provide insight on transport matters relating to active travel, sustainable mobility, and accessible transport provision across the borough.

DfT
Department for Transport

DNO
Distribution Network Operator

EV
Electric Vehicle

EVCP
Electric Vehicle Chargepoint

Flat and flush
A charge point installed underground, with a flat access point set into the pavement surface

GHG
Greenhouse Gasses

GLA
Greater London Authority

GULCS
Go Ultra Low City Scheme

HEV
Hybrid Electric Vehicle

ICE
Internal Combustion Engine vehicle

kW
Kilowatt

kWh
Kilowatt Hour

LAEI
London Atmospheric Emissions Inventory

LEVI
Local EV Infrastructure (fund)

LIP
Local Implementation Plan

London Councils
The collective organisation for local government in London

LULUCF
Land Use, Land Use Change, & Forestry

NCR
National Chargepoint Registry

NEVIS
National EV Information Service, provided by Cenex

NO_x
Nitrous Oxides

OCPI
Open Chargepoint Interface

OCPP

Open Chargepoint Protocol

ORCS
On-street Residential Chargepoint Scheme

OZEV
Office for Zero Emission Vehicles

(Vehicle) Parc
The collective term for the number of vehicles in an area

PAS
Publicly Accessible Standard

Passive charging infrastructure
Putting in underground power cables so that above-ground EV chargers can be added later

PHEV
Plug-in Hybrid Electric Vehicle

PM_{2.5} and PM₁₀
Harmful particulates in the air

Pop up charging
Charging via a flat and flush charging socket, set into the pavement

REX
Range Extended Electric Vehicle (a form of PHEV)

SME
Small or Medium sized Enterprise (up to 250 employees)

t CO_{2e}
Tonnes of carbon dioxide equivalent

TfL
Transport for London

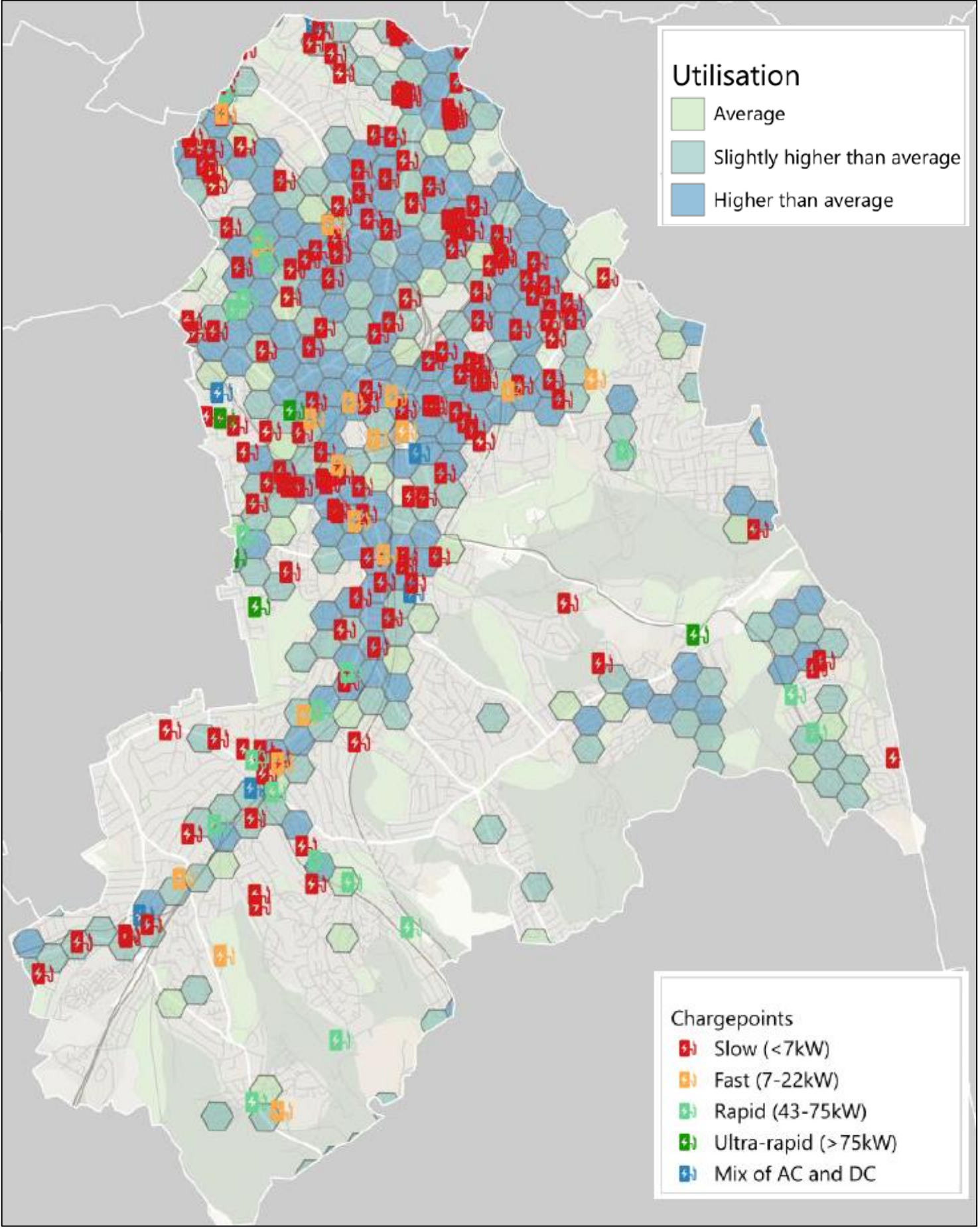
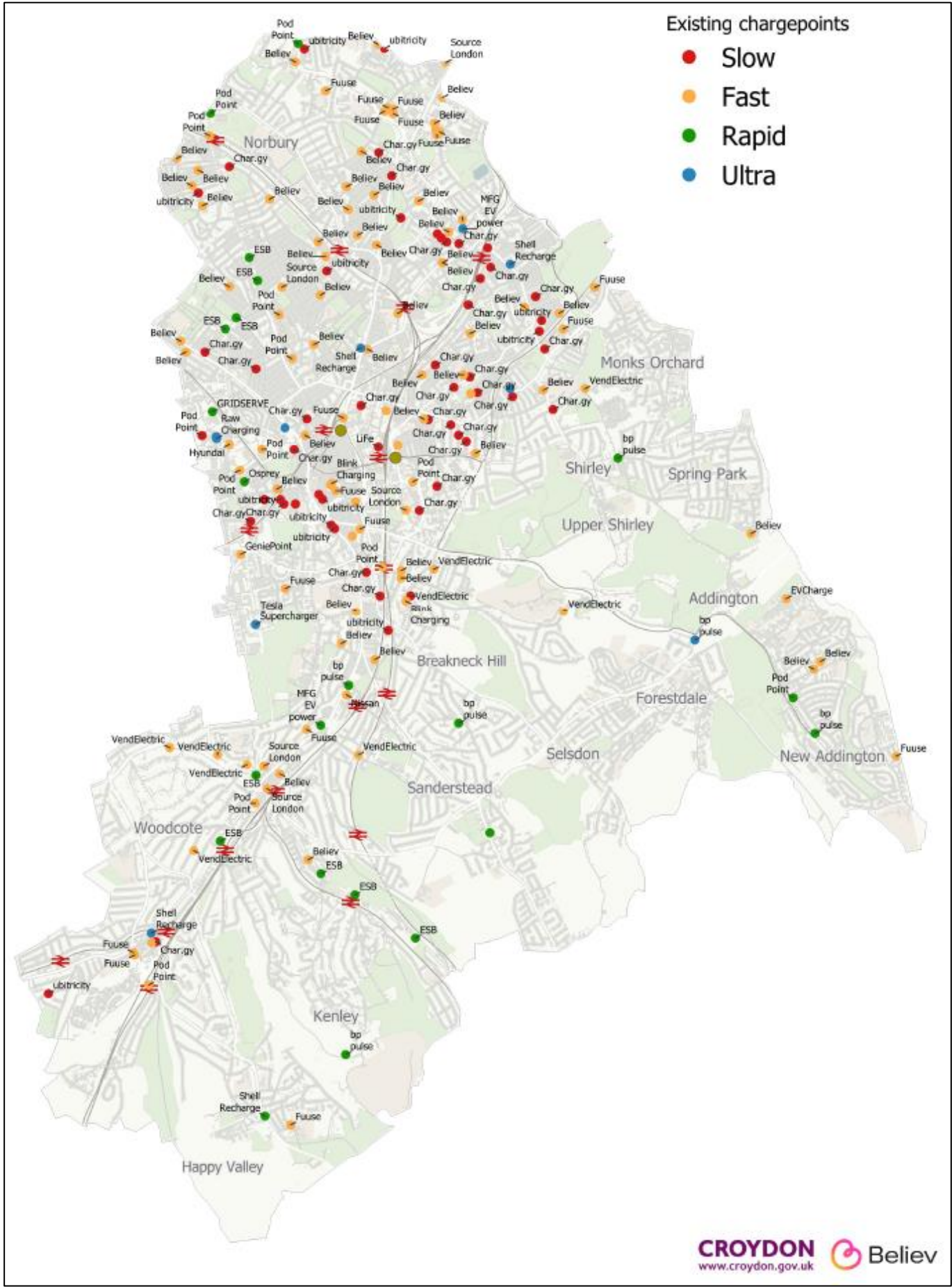
UKPN
UK Power Networks

ULEV
Ultra Low Emission Vehicle

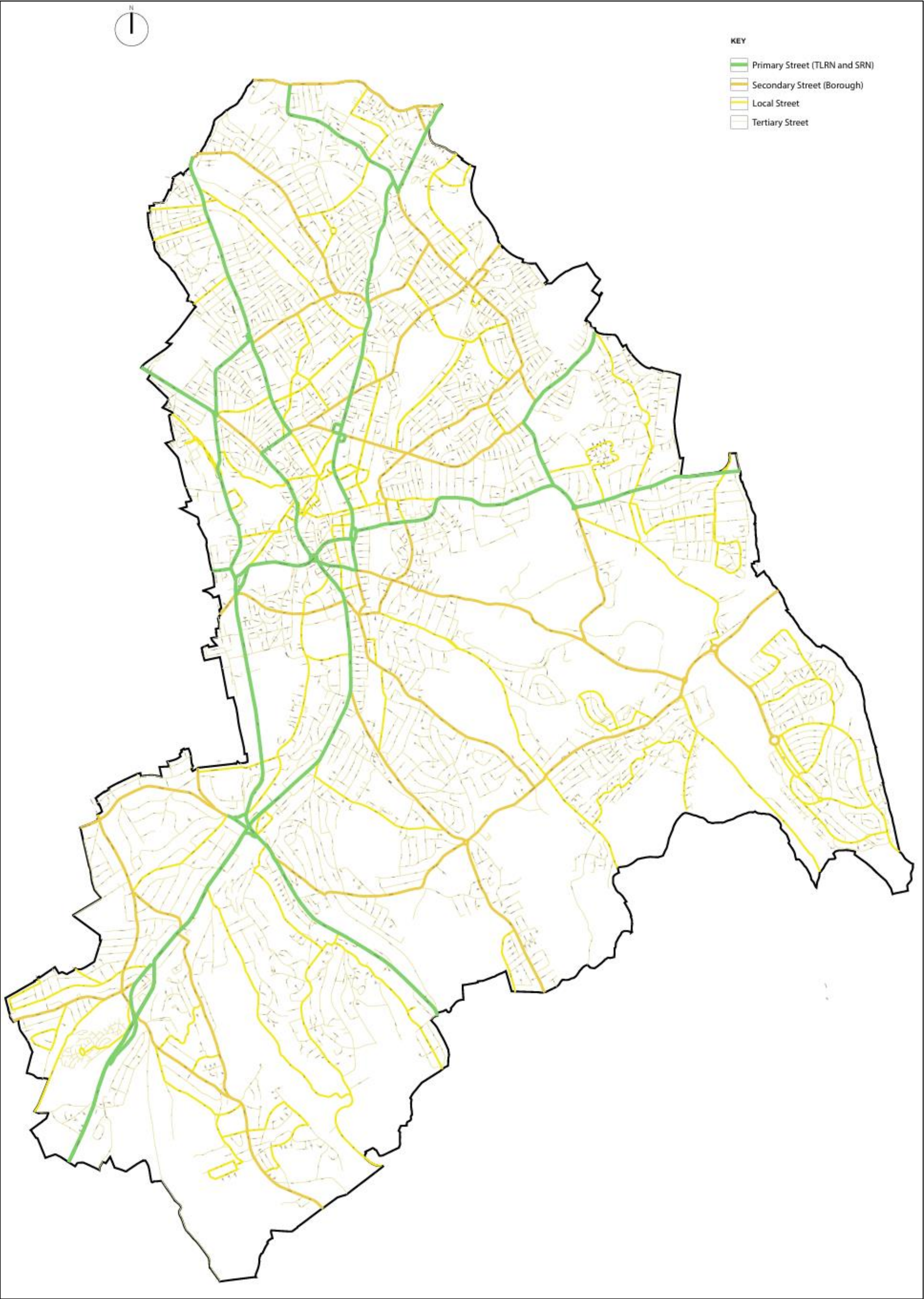
ULEZ
Ultra Low Emission Zone

Wireless charging
EV parks above an induction charger (under the road or in a parking space) and charges without a cable

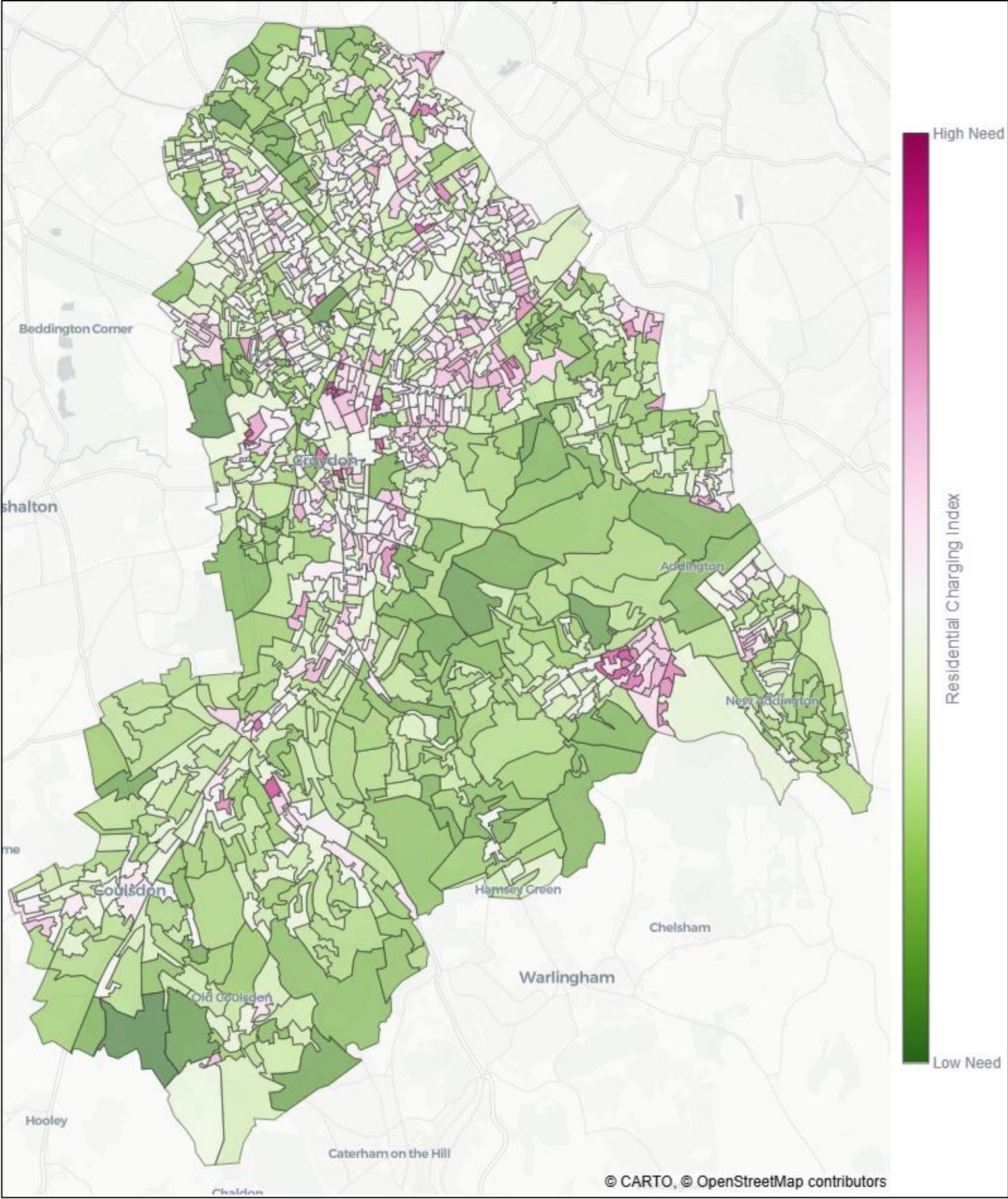
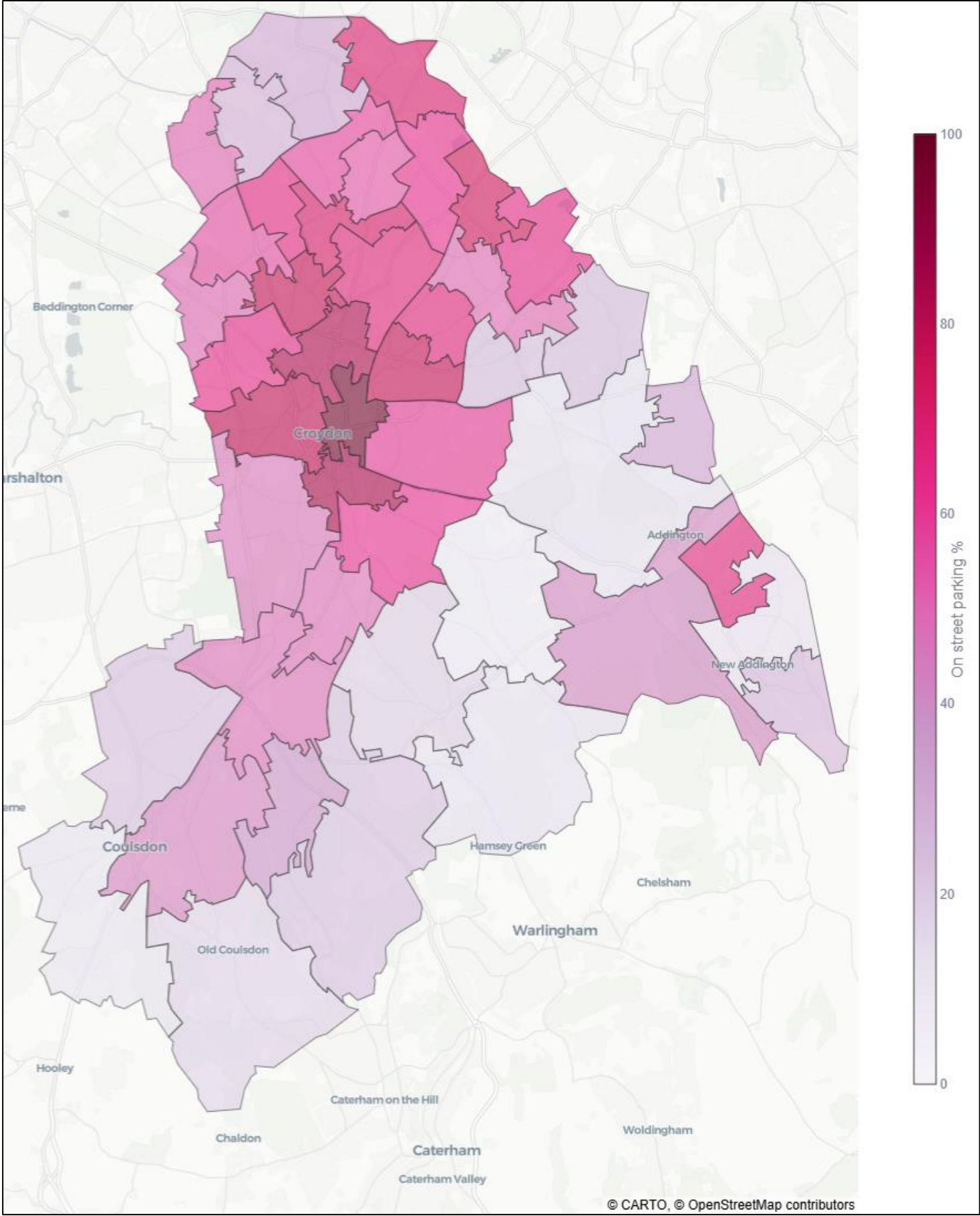
APPENDIX A: Operators, locations, power and utilisation of existing chargepoints across Croydon



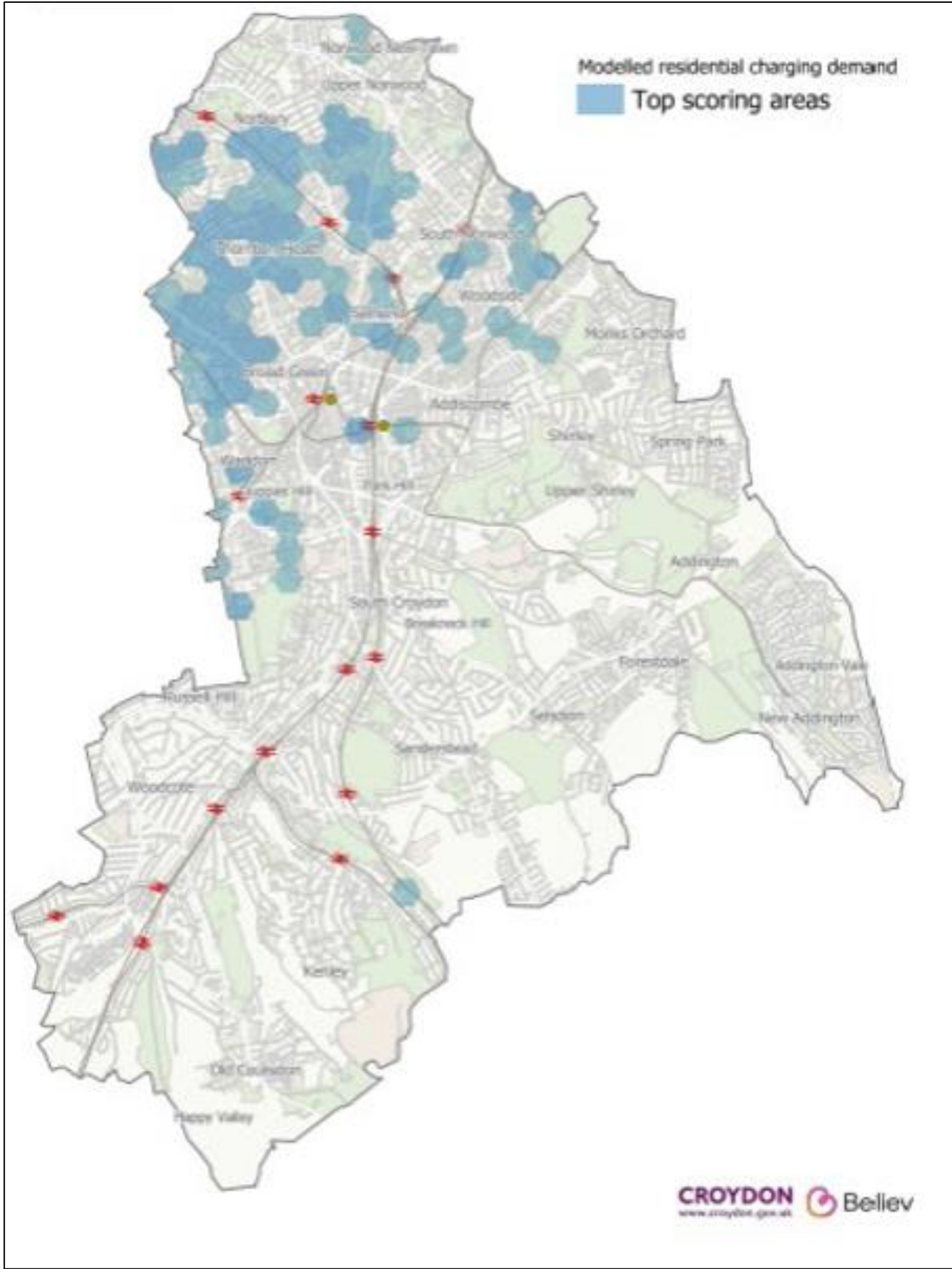
APPENDIX B: Croydon's Street Hierarchy



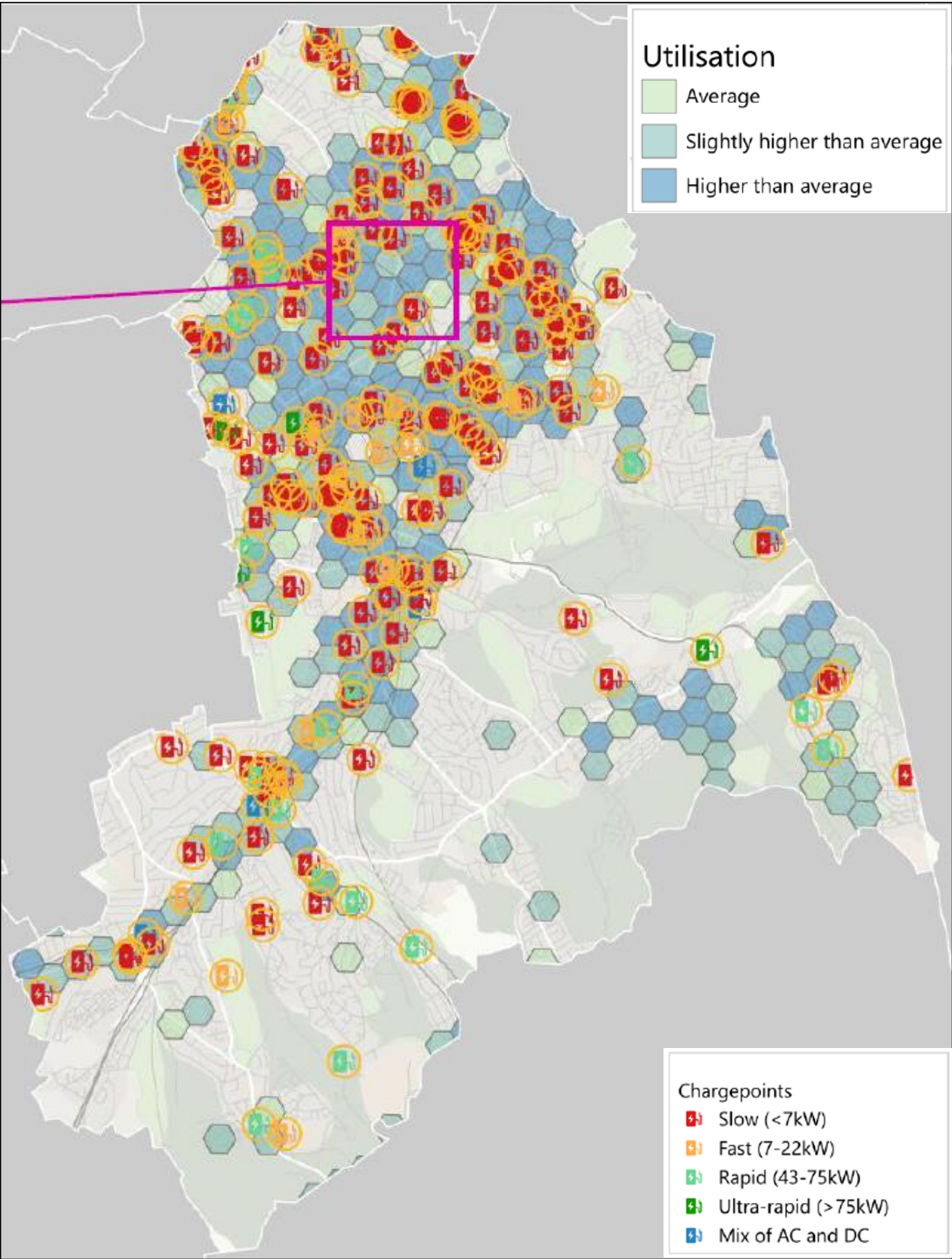
APPENDIX C: Households with on street parking and need for residential charging



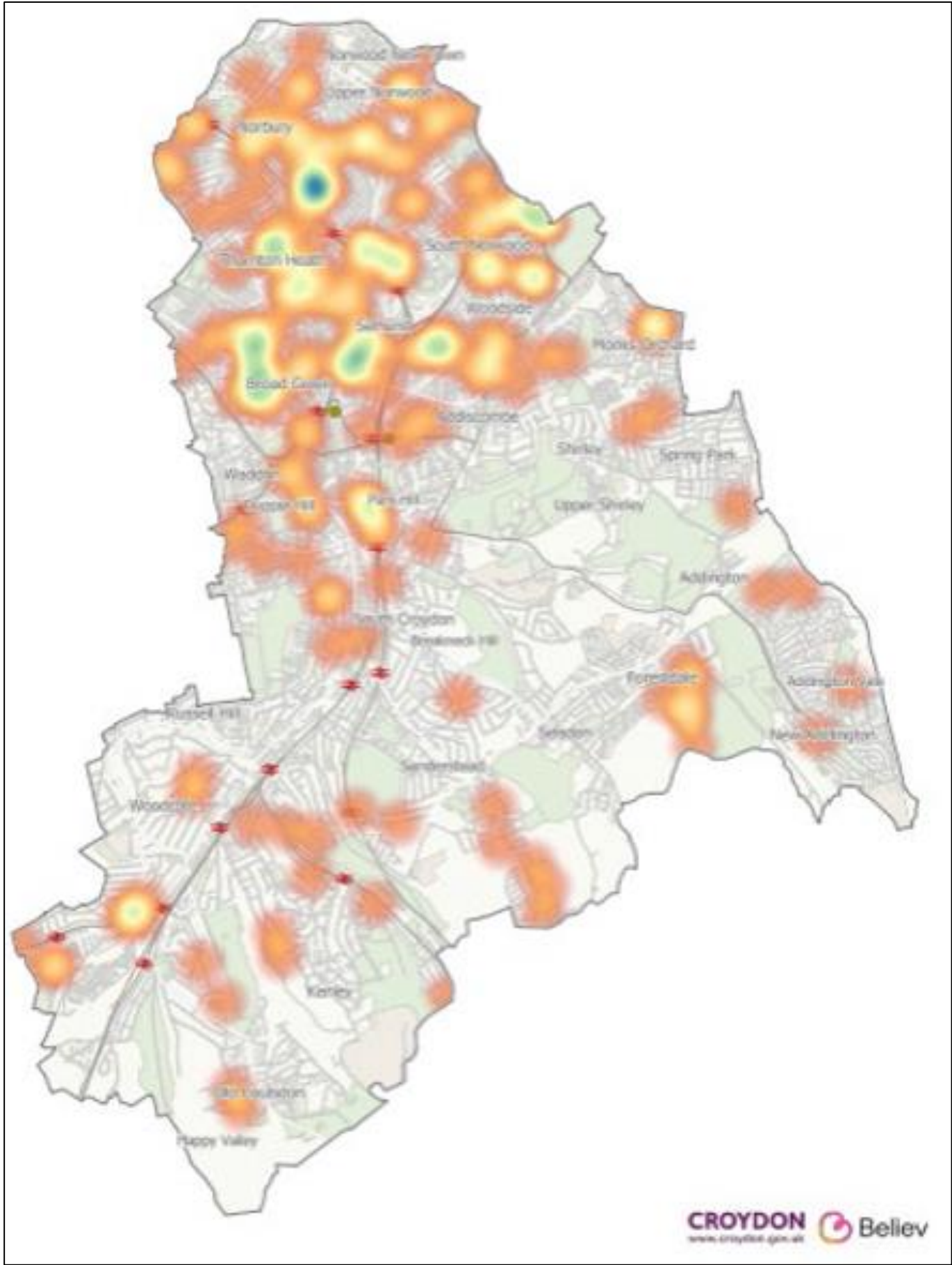
APPENDIX D: Forecast Changing Demand



Circles denote 200m buffer around existing chargepoints. Outside these areas there may be unmet demand for additional chargepoints.



APPENDIX E: Chargepoint requests



Chargepoint requests from Cenex and Vauxhall Electric Streets project

