

LAMBETH COUNCIL

Electric Vehicle strategy

2023-2030



Lambeth

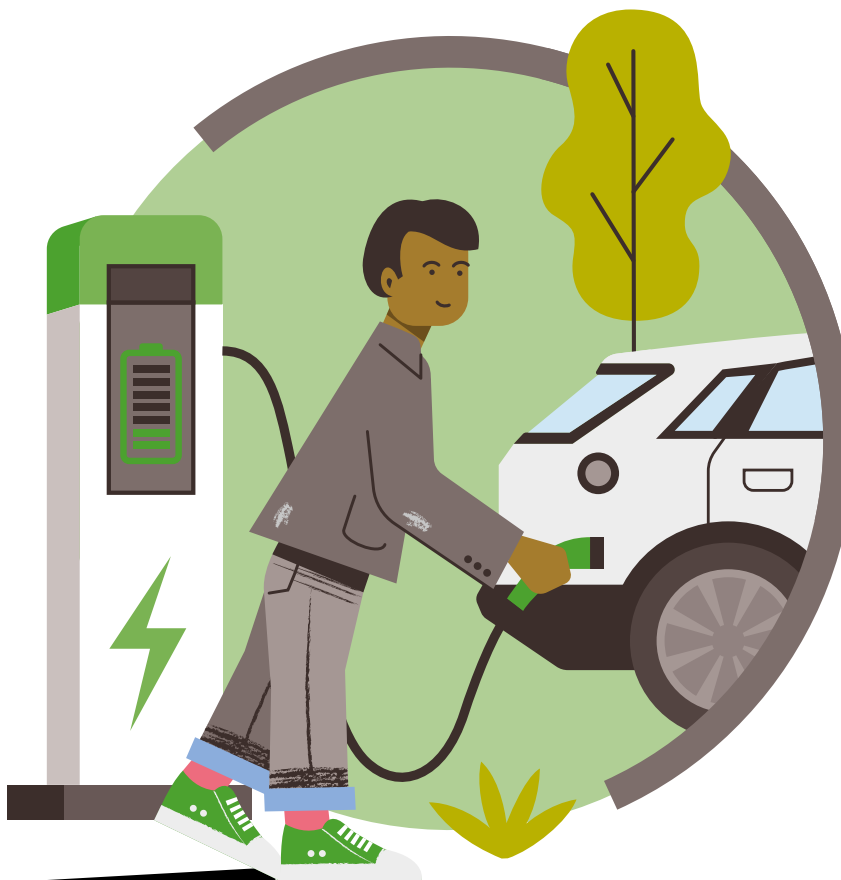
Executive Summary

This strategy sets out how electric vehicles can help us reach our objective to be a net zero borough by 2030 – as set out in our Climate Action Plan – and what we need to do to make this happen.

Lambeth is already a place where most people do not own a car and we have a target to reduce traffic by a minimum of 27% to make our streets safer, fairer, more accessible, and liveable for everyone, now and in the future. So, the purpose of this strategy is not to help replace every existing car with another less polluting car, but rather to take a targeted approach that reduces traffic while ensuring those remaining are compatible with our climate objectives.

Lambeth's Electric Vehicle Strategy aims to deliver a proportionate electric vehicle charging network that meets expected demand, delivers equitably across the borough on highways and estates, and does not impede the delivery of our active travel and sustainability programmes.

We have looked ahead to 2030 and beyond to understand future demand across a range of users and set out what we need to support electric vehicles without compromising our Healthy Streets objectives. We have developed a One Network approach that will support the electrification of transport, but with social and climate justice at its heart.



Car Club facts #1

Did you know that 72% of car club users think they have saved money compared to owning a car.

Four core principles make up our approach:

Principle 1



Accessible & fair

This means ensuring charge points can be used by anyone that needs them, with fair pricing, and appropriate infrastructure designed to be accessible to all users. It also means charge points will not become new barriers to people walking or wheeling, cycling, or scooting on our streets.

Principle 2



Right charger, right time, right place

This means meeting expected demand in the most convenient, effective way, but avoiding over-provision and cluttering our streets. We rightly don't have petrol stations on every street – strategic placement of appropriate chargers, based on robust analysis of current and future need, is paramount.

Principle 3



Considered & sustainable

This means that when we design the network, we consider other teams and strategies, the needs of users and how to grow capacity over time. Charge points need to be both affordable and financially sustainable so that the network can be maintained and expanded.

Principle 4



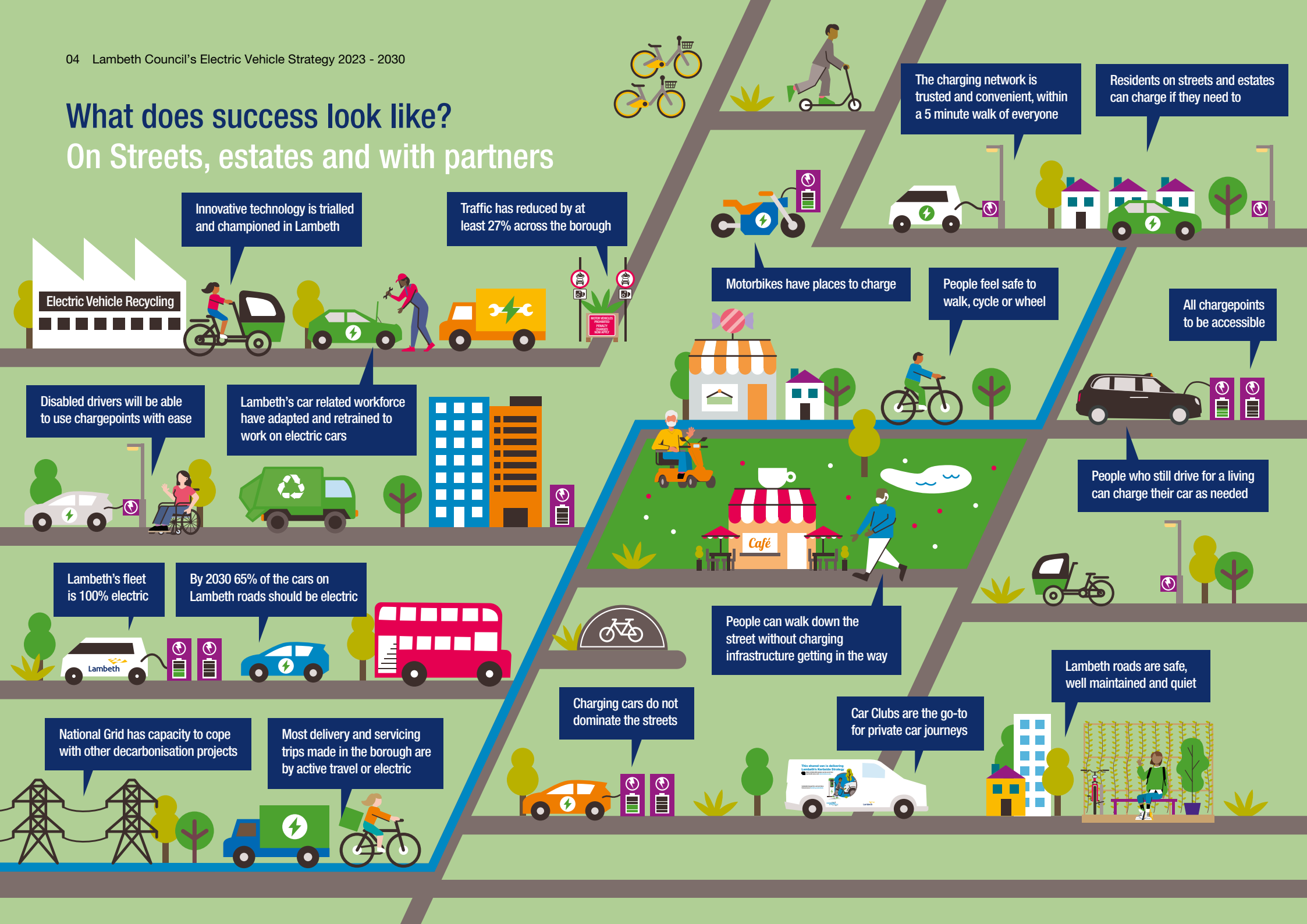
Support net zero

This means supporting electric vehicles that take cars off the road, such as electric car clubs, and the electrification of larger, hard to switch vehicles, such as some forms of freight. This will help us to meet the CAP requirement to reduce traffic in Lambeth by 27% by 2030.



What does success look like?

On Streets, estates and with partners



Electric Vehicle Recycling

Innovative technology is trialled and championed in Lambeth

Traffic has reduced by at least 27% across the borough

Disabled drivers will be able to use chargepoints with ease

Lambeth's car related workforce have adapted and retrained to work on electric cars

Lambeth's fleet is 100% electric

By 2030 65% of the cars on Lambeth roads should be electric

National Grid has capacity to cope with other decarbonisation projects

Most delivery and servicing trips made in the borough are by active travel or electric

The charging network is trusted and convenient, within a 5 minute walk of everyone

Residents on streets and estates can charge if they need to

Motorbikes have places to charge

People feel safe to walk, cycle or wheel

All chargepoints to be accessible

People who still drive for a living can charge their car as needed

People can walk down the street without charging infrastructure getting in the way

Charging cars do not dominate the streets

Car Clubs are the go-to for private car journeys

Lambeth roads are safe, well maintained and quiet

Introduction

An electric vehicle (EV) is a type of vehicle that uses an electric motor to propel itself instead of an internal combustion engine (ICE) that runs on petrol or diesel.

This strategy relates to electric vehicles that are parked and charged on the street. Whilst there are a number of vehicles that use batteries, such as e-cargo bikes, e-bikes, and mobility scooters amongst others, many of these are charged in the home and not through public infrastructure.

As well as the potential to run on clean electricity, a major advantage of EVs is that they produce zero emissions from the tailpipe, which means they contribute less to some forms of local air pollution.

EVs are charged at home or using publicly accessible charging points, which can charge at a variety of speeds, from overnight 'trickle charging' to ultra-rapid 20-minute charging. EVs are growing in popularity as their cost comes down and people become more aware of their carbon footprint. National policy is also set to change, with central government due to ban the sale of new internal combustion engine vehicles entirely in 2030. We've been rolling out charge points in Lambeth since 2019 and this Strategy sets out how that network will change and grow.

Lambeth's climate action plan, developed following the citizens' assembly with input from stakeholders from across the borough, is overseen and delivered by the Lambeth climate partnership. This commits us to several climate objectives including reducing traffic flows in the borough by 27% by 2030, in line with the Mayor of London's objective.

Even with a shift to electric vehicles at a pace we've never seen before, we will still need to reduce traffic in the borough by over 120 million miles every year, to 2030. For this reason, we will not promote a like for like switch from one car to another, but rather use the market disruption caused by the emergence of EVs to encourage lower levels of car ownership and use, as well as a move to more active travel and shared mobility. Although we want to see an overall drop in vehicle ownership and vehicle miles it is important to recognise that some journeys need to be made by car, lorry or van, and there needs to be an appropriate charging network to support this.

This Strategy will help us deliver the CAP, the Lambeth Transport Strategy¹, the Kerbside Strategy² and the Borough Plan - Lambeth 2030: Our Future, Our Lambeth³, by helping create neighbourhoods that are fit for the future, with equity and justice at the heart of our approach. We have set ambitious targets to make the borough a fairer, safer, healthier place and a responsible and proportionate role in enabling the switch to electric vehicles will help us get there.



¹ <https://www.lambeth.gov.uk/transport-strategy>

² <https://love.lambeth.gov.uk/lambeth-kerbside-strategy/>

³ https://www.lambeth.gov.uk/sites/default/files/2023-03/Lambeth_2030-Our_Future_Our_Lambeth.pdf

What can electric vehicles do for Lambeth?

In this section, we explore the positives and negatives of electric vehicles on Lambeth's streets.



Electric Vehicles and Net Zero 2030

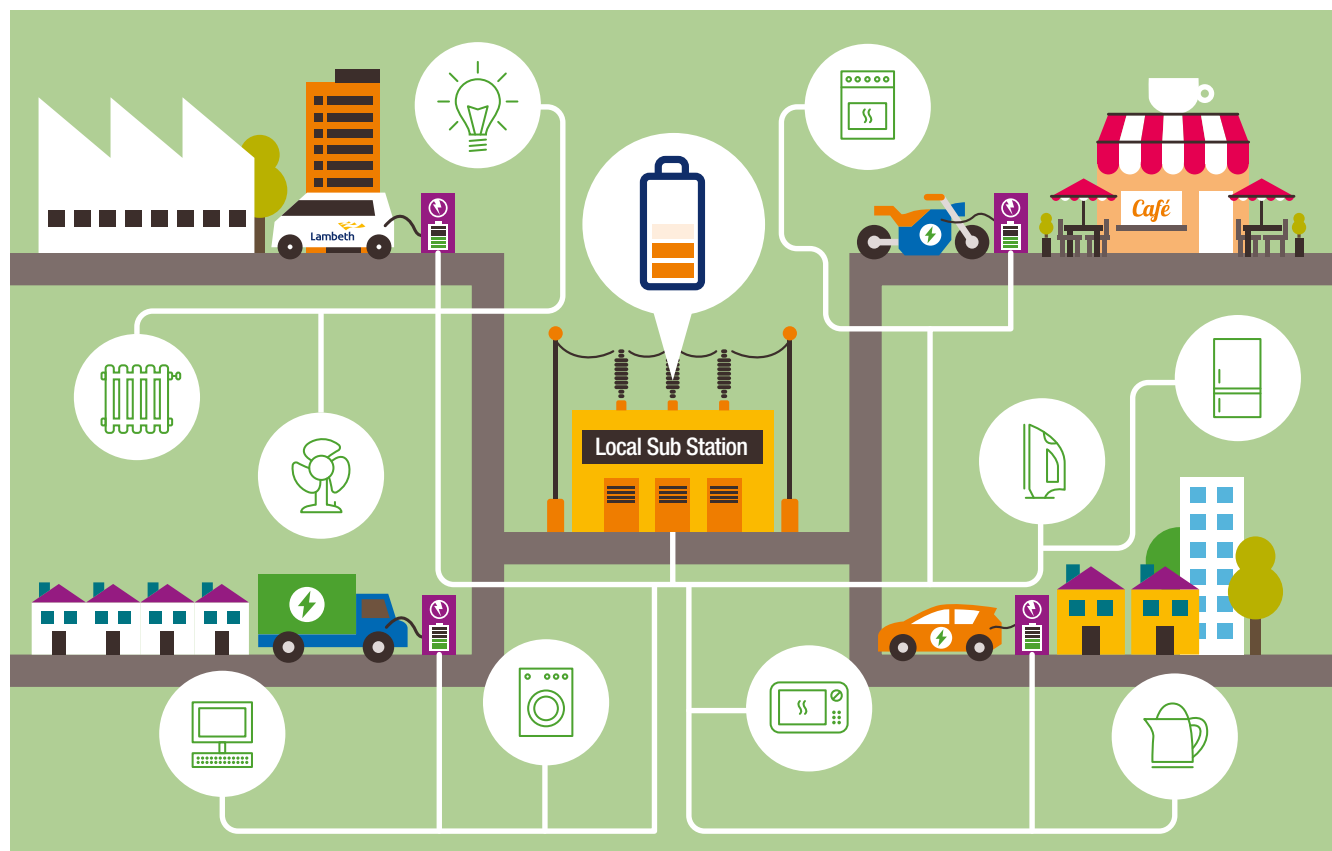
The Positives

Electric vehicles get their power from the national grid, which is a more efficient and greener way to power them compared to individual combustion engines. Increasingly, the grid's power comes from renewable sources, rather than fossil fuels.

The Negatives

Creating a new electric vehicle requires a significant amount of energy – this means they arrive with a “carbon debt”. Typically, an EV needs to replace several thousand miles of petrol or diesel vehicle miles before it has a positive impact on greenhouse gas emissions.⁴

To meet NetZero 2030, we must electrify most things that are currently powered by fossil fuels, including domestic heating and transport amongst others. The national and local energy network currently will not be able to cope with this demand without significant investment. Research commissioned with neighbouring boroughs has investigated future demand, planned power network upgrades and costs associated with our Net Zero objectives. One of the key recommendations is that Lambeth should continue to focus on transitioning to active travel and public transport as this will reduce the overall peak demand on the network, making it possible to move away from fossil fuels in other sectors such as buildings and heat.



Car Club facts #2

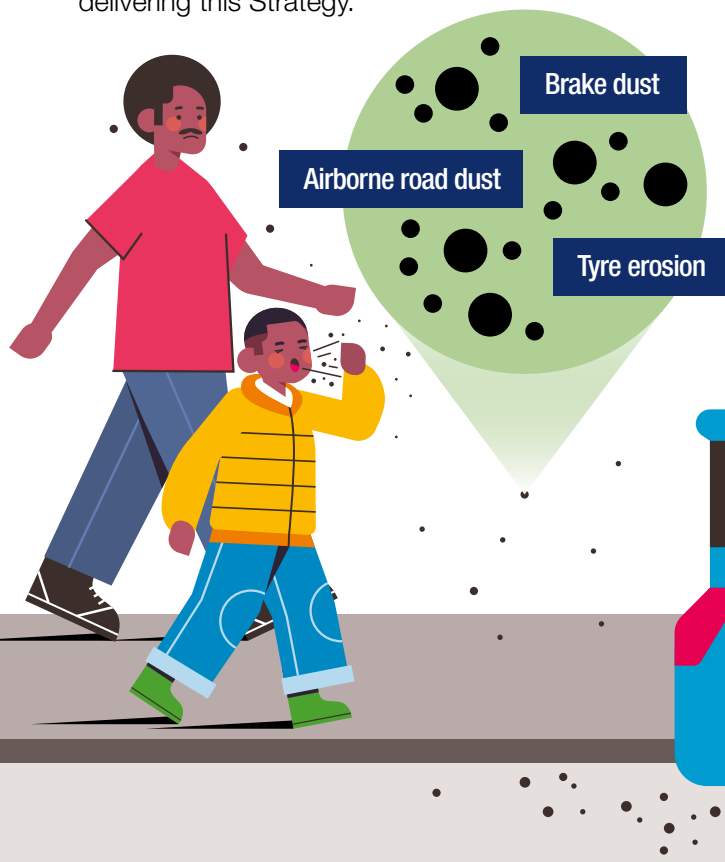
Lambeth has committed to having a Car Club on every street and estate by 2030.

⁴ https://www.ipcc.ch/report/ar6/wg3/downloads/report/IPCC_AR6_WGIII_FullReport.pdf

Electric vehicles and air quality

The Positives

EVs eliminate tailpipe emissions which contain harmful particulates, NO₂, and CO₂ which are harmful to our health and environment. The Lambeth Air Quality Action Plan 2023–25 commits the council to break the association between inner London living and poor air quality. This is a key consideration when delivering this Strategy.



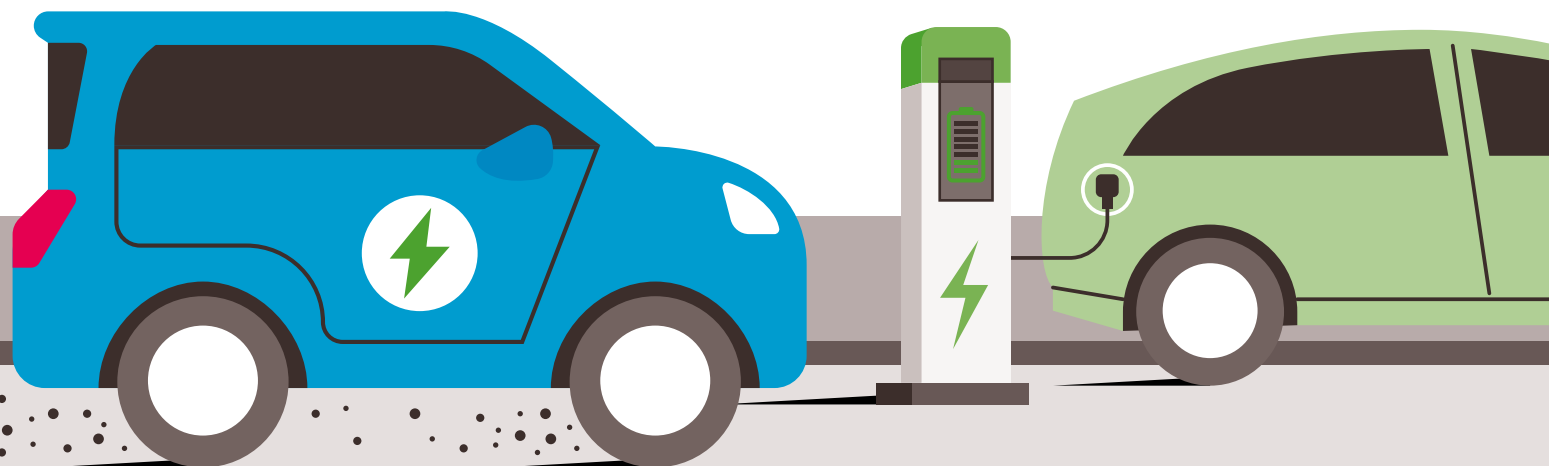
The Negatives

Transitioning from the use of internal combustion engine vehicles to EVs eliminates the pollutants that are emitted from the tailpipe. However, EVs still emit significant amounts of particulate matter into the air we breathe, through tyre and brake wear, and dust thrown up from the road. Some studies have suggested that EVs may emit more particulate matter than ICE vehicles as EVs are heavier due to the batteries they carry.

Increased road wear is not only an issue for our respiratory health but an issue for our built environment. Heavier vehicles cause more damage to the roads they drive on.

Road surfaces receiving more damage not only increases maintenance costs but also can create accessibility problems and barriers to active travel.

The London Atmospheric Emissions Inventory 2019 estimated that 33% of PM2.5 emissions and 28% of PM10 emissions in Lambeth were generated by road transport. Replacing every ICE vehicle on the road with an EV will not help reduce the impact that these pollutants have on the health of people who live in and visit Lambeth.^{5,6}



⁵ https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1907101151_20190709_Non_Exhaust_Emissions_typeset_Final.pdf

⁶ https://www.oecd-ilibrary.org/sites/4a4dc6ca-en/index.html?itemId=/content/publication/4a4dc6ca-en&_csp_=681d016aff567eeb4efd802d746cdcc4&itemIGO=oecd&itemContentType=book

The Negatives

An illustration showing a police officer in a dark uniform and helmet talking to a man in a purple shirt and blue cap. They are standing next to a blue car with a damaged front end and a fallen blue and orange motorcycle. A speech bubble from the man says "Cars and motorbikes". The background is a simple green wall with a brown diagonal line.



Car Clubs are better for the environment per mile compared to a privately owned alternative

Electric vehicles and competing demand for space.

The Negatives

A modern electric vehicle is the same size as the equivalent fossil fuel powered car. As the climate continues to change, we need to free up space on our streets to provide respite from hotter summers by planting large canopies, and shady trees.

We also need to make sure increasingly erratic and heavy rainfall doesn't flood our streets, and to do this we need to free up space on our streets so we can remove hard surfaces currently required for parking motor vehicles. These challenges apply both when a vehicle is in use, and when they are parked.

Charge points mounted in lamp columns are effective for resident charging, but well-lit areas are important for other kerbside uses, such as cycle parking, and there is a risk these could be crowded out.

We need to consider the impact that exclusive use of this space may have on how safe people feel, particularly for women at night.

In addition to the kerbside and space on our estates, there are off-street opportunities for electric vehicle charging hubs where multiple chargers are available. However, these spaces are often in great demand for other uses, such as housing.

A Lambeth street with fossil fuel cars



A Lambeth street with electric cars



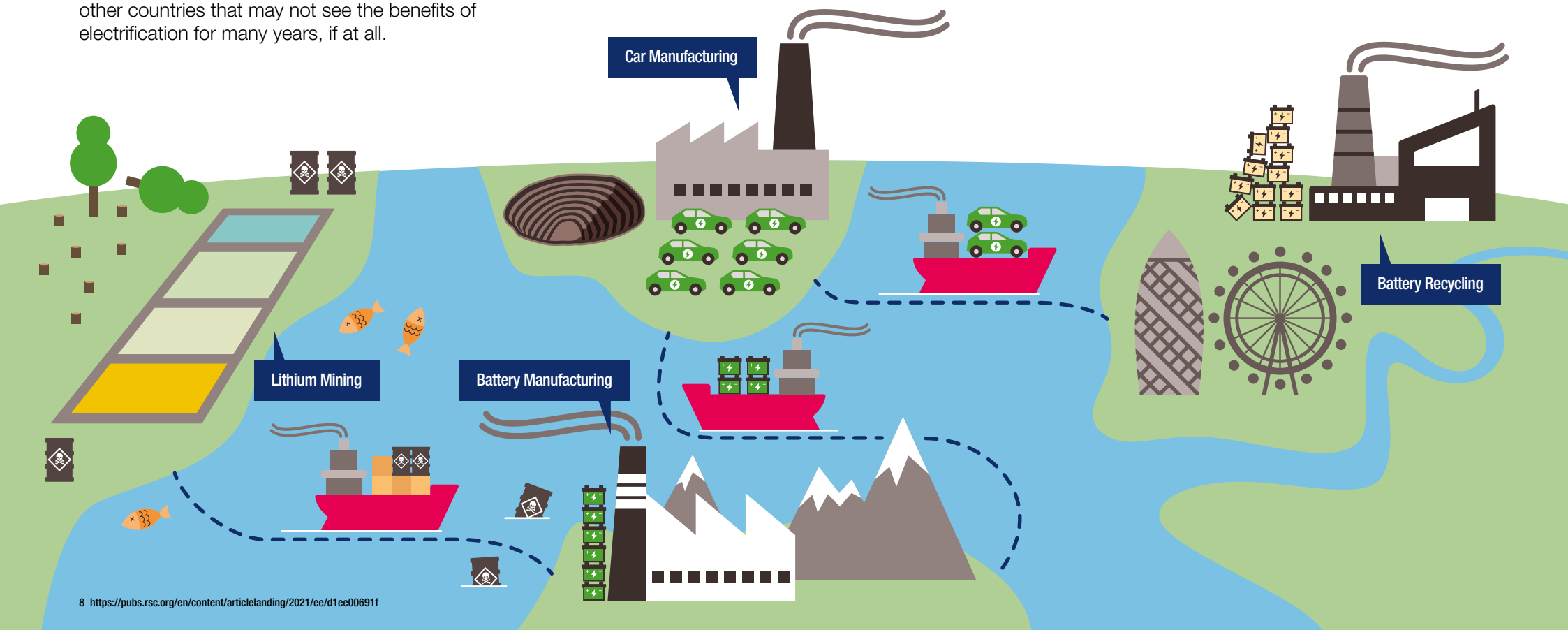
Electric vehicles and associated environmental damage.

The Negatives...

Electric vehicles typically use lithium and a range of other materials in their batteries. The extraction of these raw materials can contribute to water pollution, land pollution and groundwater contamination. Currently, there are no comprehensive environmental standards to regulate lithium supply chains. The environmental impact of electric vehicle battery production is not visible in Lambeth but does impact other countries that may not see the benefits of electrification for many years, if at all.

Battery disposal is an emerging issue across the world and, whilst there are opportunities for second-life batteries, this field needs much development and innovation before we will see a widespread impact. Battery recycling also presents a challenge, with the process currently being expensive and resulting in many batteries finding their way into landfills.

This issue is not limited to electric vehicle batteries and is common across other forms of electrified transport such as e-bikes and e-scooters. However, the battery size of an electric vehicle is several times larger than for a bike or scooter.⁸



⁸ <https://pubs.rsc.org/en/content/articlelanding/2021/ee/d1ee00691f>

Electric vehicles and transport poverty

The Positives

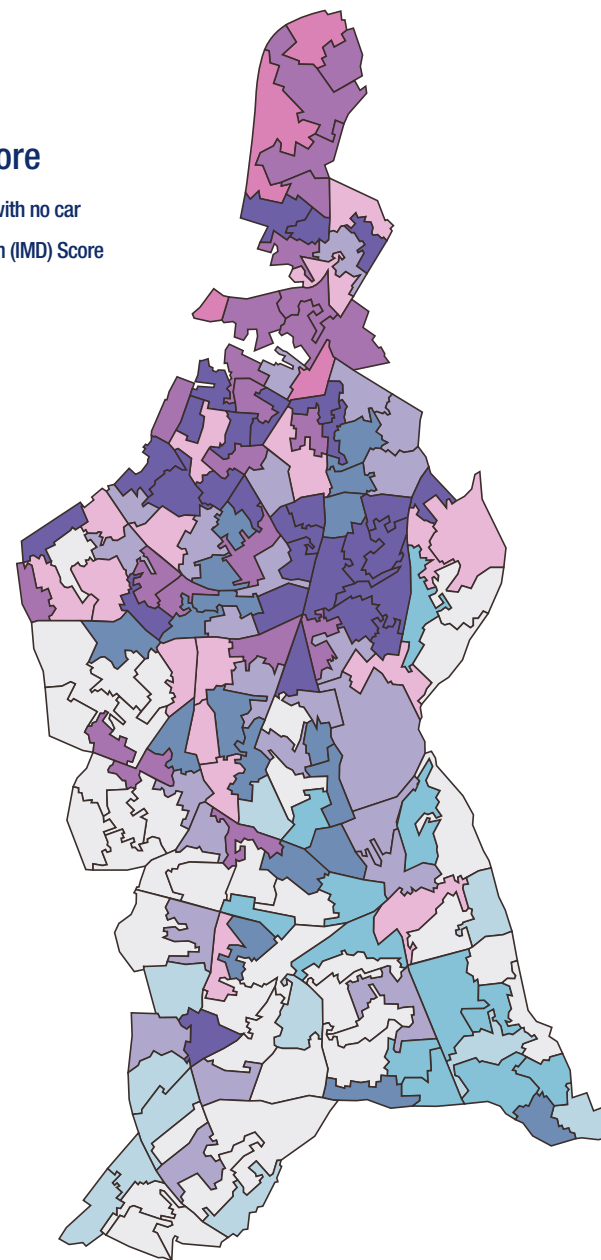
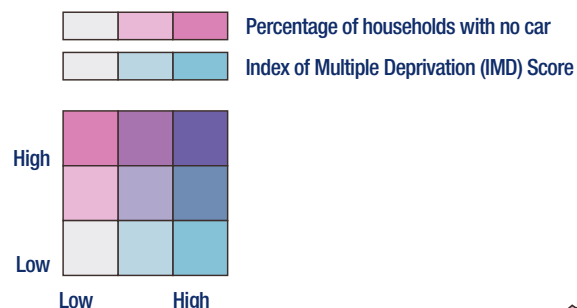
For those that can afford to switch to an EV, whilst the upfront cost of an electric vehicle is currently higher than a conventional equivalent, the running costs are significantly cheaper. A full charge in a pure electric vehicle will give a typical range of around 220 miles and will cost approximately £23 if charged at home. Driving 220 miles in a petrol or diesel car will cost around £41 in fuel. Exemptions from emissions charging schemes also make EVs more attractive.⁹

The Negatives

Most of our residents don't own a car and rely on public transport, walking, scooting, and wheeling - more so in lower-income households. Many people will not be able to afford to buy an EV so delivering safe, accessible, and affordable alternatives to private car use remains our priority.¹⁰

In Lambeth the most deprived areas are likely to have the least cars.

LSOA Car Ownership IMD Score



⁹ <https://energysavingtrust.org.uk/advice/electric-vehicles/>

¹⁰ <https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-3a/no-cars-or-vans-in-household?lad=E09000022>

Electric vehicles and the Healthy Streets approach

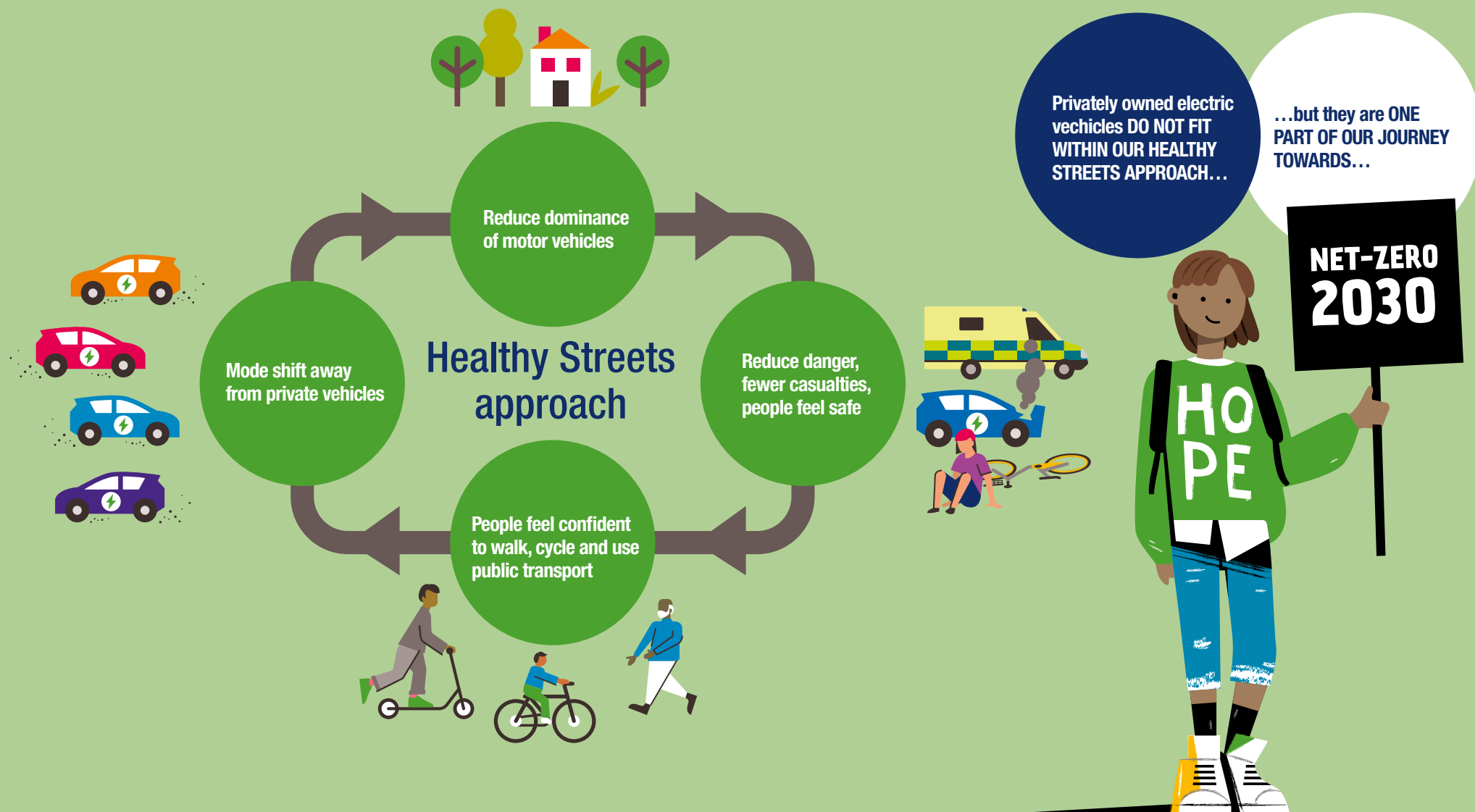
In the previous section, we explored both the positives and negatives of electric vehicles in Lambeth.

We acknowledge that EVs are an essential part of our journey towards Net Zero but also recognise that they will not help us tackle road danger, help people feel safe walking and cycling, or free up space on our streets so that they remain liveable as the climate continues to change.¹¹



¹¹ <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

Electric vehicles and the Healthy Streets approach

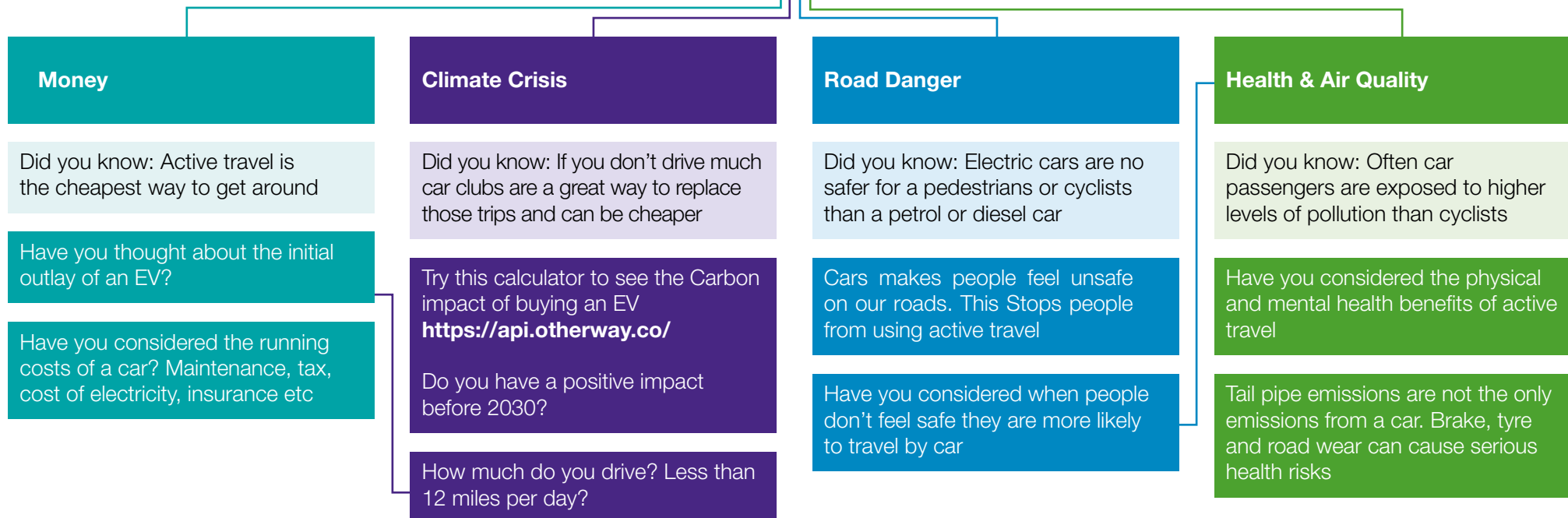


Should I purchase an electric vehicle?

We need to see a shift away from private car use, towards shared vehicles and active travel.



The transition to electric, ULEZ expansion and the end of internal combustion engine vehicle sales is a tipping point for change. We want to give people the information they need to decide what is best for them and to understand the impacts of the choices they make.



Money...

After thinking about all these things, would you consider not replacing your car and switching to a bike or cargo bike? Car Club or public transport?

Climate Crisis...

The impact on the climate from manufacturing is quite significant if you don't drive much. We aim to be net zero by 2030

Road Danger ...

It's not acceptable that anyone dies or gets hurt on our roads. Can you do your trips by walking, cycling, wheeling or public transport? Have a look here and see - <https://tfl.gov.uk/plan-a-journey/>

Health & Air Quality...

Electric vehicles are important in improving air quality, but the cleanest way to get around is by active travel



One Network Approach – a targeted charging network

An integrated network will deliver for all of Lambeth's EV users, prioritising those who can't make the switch to active travel by delivering a strategic network of residential, fast, and rapid chargers, as well as charging hubs.

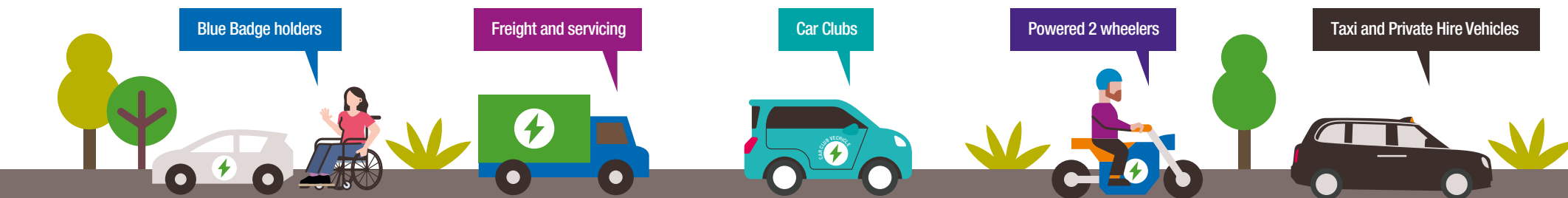
To deliver this network, keeping equity and justice at its core, four core principles underpin our approach. These principles will ensure that charge points are useable for those who need them and that the network grows at the right pace. The principles ensure our network genuinely supports our response to the climate emergency and is compatible with our commitment to creating healthy streets.

The Council controls most of the streets where the network will be placed and where most people live. Over a quarter of our residents live on estates. We will work with residents and stakeholders to develop the network together. Whether on-street or within our estates, the One Network will be consistent, convenient, and accessible.

Types of electric vehicle

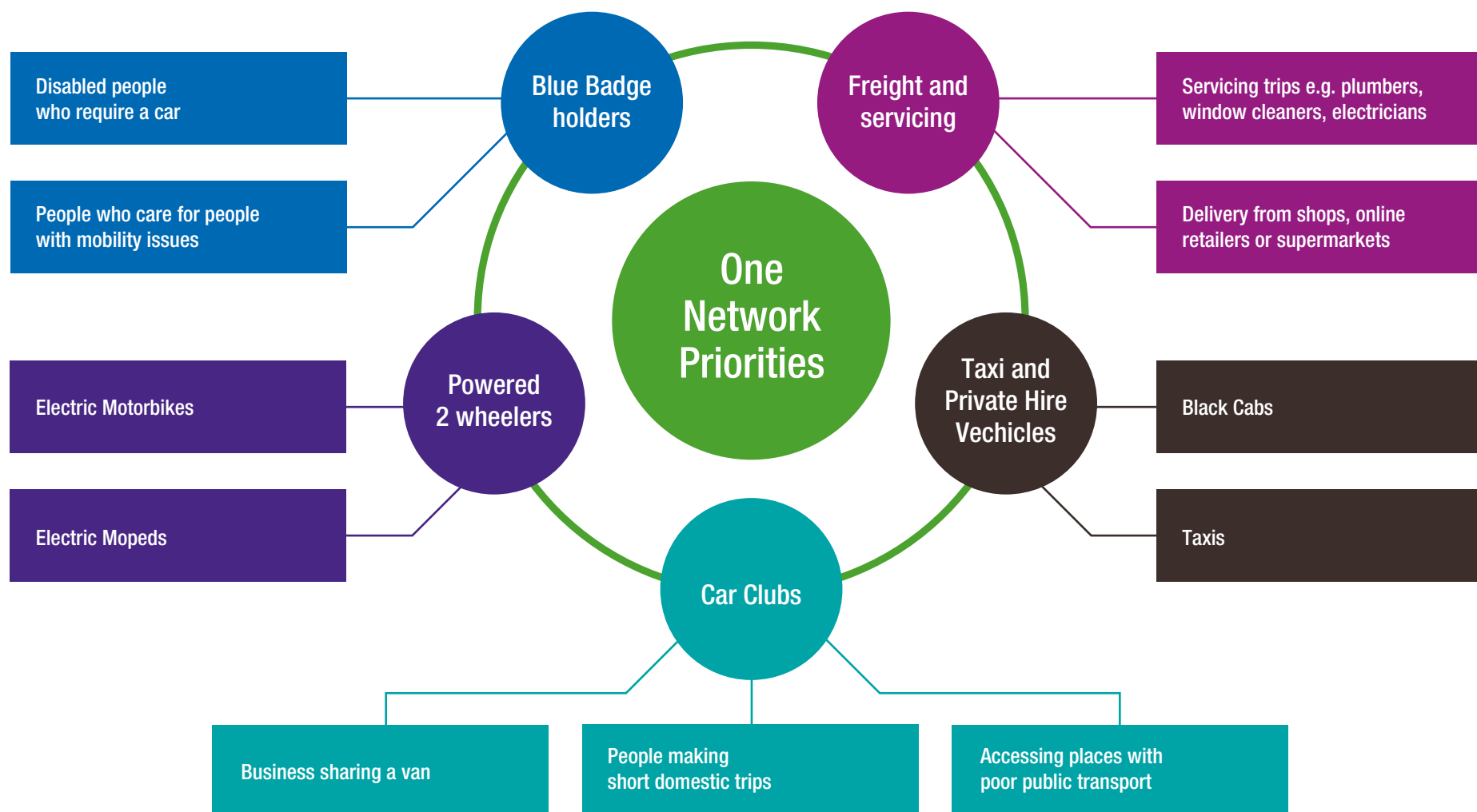
Prioritising Healthy Streets is at the core of Lambeth's commitment to respond to the climate emergency. Shared vehicles are prioritised and preferable to privately owned vehicles, as this will free up the most kerbside space in our streets for other sustainable uses.

The network will prioritise delivery for trips that cannot be easily switched while ensuring enough capacity for all uses and users.



Priority vehicle trips

We know that there are essential uses for motor vehicles in Lambeth, and even with our ambitious targets for traffic reduction there will be millions of miles driven on our streets in 2030. We want to ensure we prioritise the electrification of trips that are the most difficult, and in some cases impossible, to switch to public transport or active travel. These different types of uses have different charging needs which will shape the delivery of the Lambeth EVCP network. These include certain car users with specific mobility needs, some business users transporting large goods, or taxis and private hire vehicles



Car Clubs

Car clubs play a vital role in removing the need for car ownership and reducing the 200km+ of street space currently taken up with car parking in Lambeth.

According to a CoMo-UK report, a single car club car has the potential to take up to 29 vehicles off the road. Our Kerbside Strategy sets ambitious targets to have at least one electric car club on every street by 2030, and we know that we cannot make this happen without a suitable charging network.

To achieve this goal, Lambeth needs to collaborate with car club operators to create an enabling environment that promotes electric adoption within the shared vehicle industry. This can be done through appropriate pricing of car club permits and the establishment of a charging network that supports the expansion of electric car clubs.¹²

Did you know?

- A single shared car can replace up to 29 cars on our streets!
- Across London 116 hectares, or land equivalent to 2 Brockwell Parks, was freed up across London by the car reduction due to car clubs
- 72% of car club users who had decreased their car ownership thought that they had saved money compared to owning or leasing a car
- 91% of users were satisfied or very satisfied with driving the electric car club vehicles
- 68% of those who had got rid of a car saved at least £50 per month



¹² https://uploads-ssl.webflow.com/6102564995f71c83fba14d54/64c0e0158a27b563b84d669d_CoMoUK%20Car%20Club%20Annual%20Report%20London%202022_v02.pdf

Accessibility

There are approximately 1800 disabled parking bays in the borough and around 6,200 Blue Badge holders. We are committed to providing disabled bays as an essential, sustainable use of the kerbside to support key trips. The electric vehicle charging network needs to be fit for individuals who rely on cars for their independence and to access essential services. Our One Network will support these residents and their carers to be part of the shift towards electric vehicles.

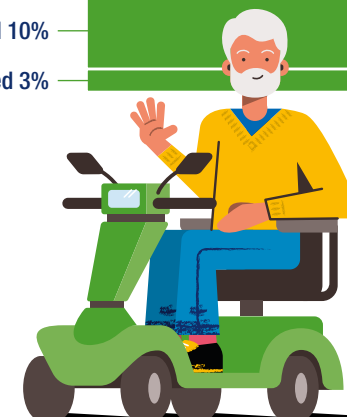
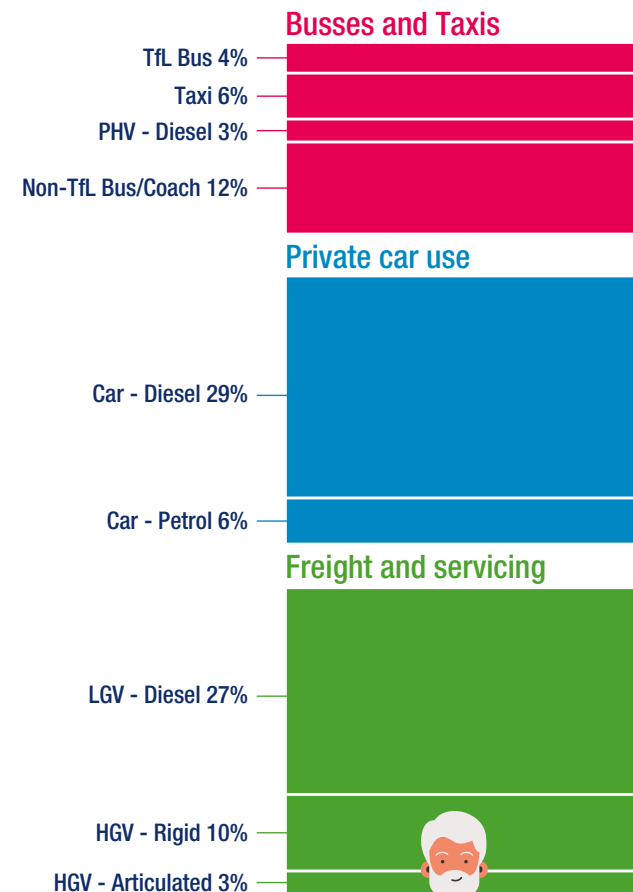


Freight and servicing

Freight and servicing activities contribute over a quarter of vehicle emissions in Lambeth, and this figure is steadily rising. A key factor driving the increase is the surge in delivery service vehicles and the associated miles they cover. There is the potential to switch many of these trips to low and zero-emission vehicles, particularly when combined with micro-logistics or consolidation hubs.

Our network, working together with the planning system, will support both large and small businesses to shift to low and zero-emission delivery and servicing options.

Lambeth Road Transport No₂ emissions





Motorbikes and powered 2-wheelers.

Motorbikes and powered two-wheelers are not only significant road users in Lambeth, but also a vulnerable group. Their smaller size makes them highly efficient on the road network, and their role in facilitating deliveries is increasingly crucial. Electric-powered two-wheelers offer cost-effectiveness for users and can support workers in the gig economy who rely on this mode of transportation. Therefore, it is imperative that we prioritise the establishment of a robust charging network in Lambeth to cater to the needs of this user group.



Black Cabs, PHVs and Taxis

Black Cabs, Private hire vehicles (PHVs) and Taxis provide a vital service in London, offering an accessible door-to-door service for those who require it. We know that these vehicles do some of the most miles on London's roads, so they must be a priority for helping to electrify. Additionally, the Mayor's Transport Strategy has committed to support PHVs to turn electric. We know that Lambeth residents are reliant on this service and we need to support their electrification.



What charge points and where?

We will publish delivery plans each year on the Council's electric vehicle charging web page showing proposed locations that are subject to consultation and feasibility. These locations will be determined through a combination of data modelling and current network performance.

Our electric vehicle charging network will provide for a variety of uses and delivered on street which have the least impact on our non-driving residents. This means thinking about who needs to use the chargepoints and how they need to use them, where they need to be placed and what technology is required. Additionally, we need to think about the grid capacity, other projects in the area, and what the impact of vehicles using them will be on the people who don't drive.



Charging Types

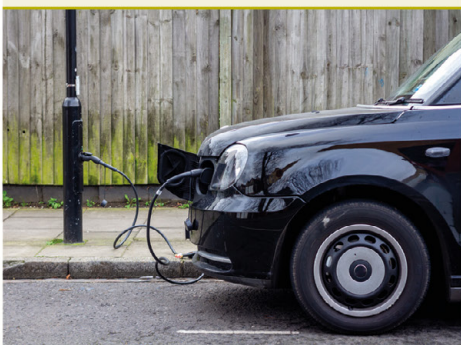
There are many ways of charging an electric vehicle. With various speeds, use cases and appropriate locations. Different users require different types of charging. The frequency of charging depends on the range of the vehicle and the number of miles that the user drives.

- Slow charging is suitable for most users as the typical non-commercial journey in Lambeth is approximately 8 miles per round trip, often only requiring the user to charge 2-3 times per month.
- Higher speed charge points help facilitate vehicle movements becoming electric where they cannot be replaced by a cargo bike or other active modes.

Freight and servicing vehicles that do a lot of miles with heavy loads may need top-up charging throughout the day to stay moving, so require access to rapid or ultra-rapid charging to ensure they can remain productive.

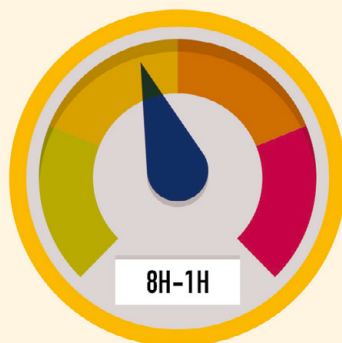
Slow charging

3.5-7kWh



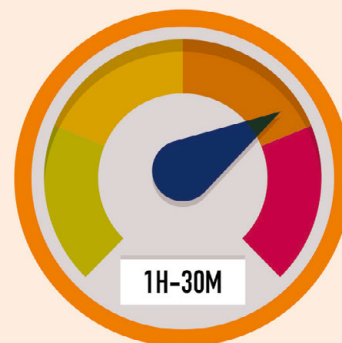
Standard & Fast charging

7-50kWh



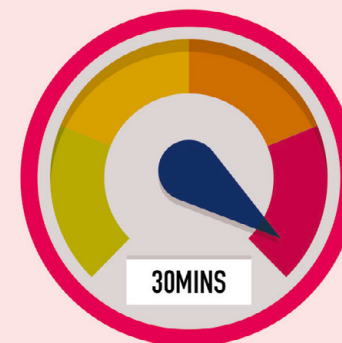
Rapid and Ultra rapid charging

50-150kWh



Charging Hub

Multiple Rapid chargepoints



New charging technology and regulation

Improved charging technology and regulations have transformed the EV market since 2019. Lambeth's installation of chargepoints marked a significant shift, with the adoption of smart charging, minimum payment methods, and faster charging speeds. This has fundamentally changed how customers engage with EV technology.

We know that continuous innovation in this area is inevitable, with emerging technologies like battery swap, wireless charging, and quantum charging on the horizon. These advancements promise further improvements in convenience and efficiency.

To ensure the long-term viability of the charging network, it is crucial to anticipate and accommodate the expected growth in battery technology and charging speeds. Making this a high priority will ensure that the network remains well-suited for future demands.



How was this strategy developed?

Engagement

This strategy has been developed following engagement with all relevant parts of the council, Transport for London, London Councils, charge point operators, and other boroughs.

We engaged with residents to understand how they use their EVs and talked to businesses, Car Club operators, Taxis companies, council service providers and business improvement districts. We found that to build a network that works for these users we will need to put Rapid charging at the core of the network. We will also need to provide for residents to charge conveniently near their homes – commercial drivers who bring their vehicles home will also benefit from this.

We also engaged with potential partners including housing providers to understand the needs and challenges they have faced when it comes to delivering electric vehicle charging and how we can help them build a network.

Demand modelling

Lambeth commissioned WSP to model the future demand on a network up to 2030. This looked at opportunities for people to switch mode, classification of the population, the opportunity to charge off-street, employment type, access to public transport and a multitude of other factors which helped project the future demand for electric vehicle infrastructure needed year on year up to 2030. This study will continue to be updated to ensure that we meet the growing demand and that we can distribute chargepoints where people need them.

Evolution and delivery

Through the annual delivery plan process, we commit to further developing our understanding of demand and impacts, especially around equalities, responding to emerging issues and addressing these. We will update our Equalities Impact Assessment, scrutinising both the network's utilization and its service to users with protected characteristics.



One Network - Principles for delivery

The One Lambeth network will be underpinned and delivered with equity at its core, the 4 principles will ensure that the network can grow and be sustainable into the future. Whilst the EV market will change and grow, the core principles will remain at the heart of the network.

We have 4 core principles for the Lambeth One Network

Principle 1



**Accessible
& fair**

Principle 2



**Right charger,
right time, right place**

Principle 3



**Considered
& sustainable**

Principle 4



**Support
net zero**



Principle 1

Accessible and fair

Easy to use and accessible to all.

It is critical when designing and expanding the charge point network that the infrastructure is fully accessible. This will benefit everyone, particularly disabled people who rely on access to a car.

Appropriate tariffs

Ensuring that tariffs are set at a fair level to ensure that people are encouraged to use charge points and that we can re-invest in the network.

Pavements are clear and safe.

All pavements will remain free of obstruction from charging pillars and cables, aligning with the Kerbside Strategy commitment to maintain a 2m clearance for walking, scooting, and wheeling.



Equitable

Charge points are located to allow convenient access for everyone who needs them, not only early adopters with the means to purchase an EV.

Safe

Chargepoints should feel safe when being used and not impede the safety and security of others.



Principle 2

Right charger, right place, right time

Right charger right place

Select charge point types that best serve demand at the specific location, focusing on need and avoiding over-provision.

Right time

Aim for high utilisation and availability by limiting the length of stay at a charge point through parking controls and enforcing these.

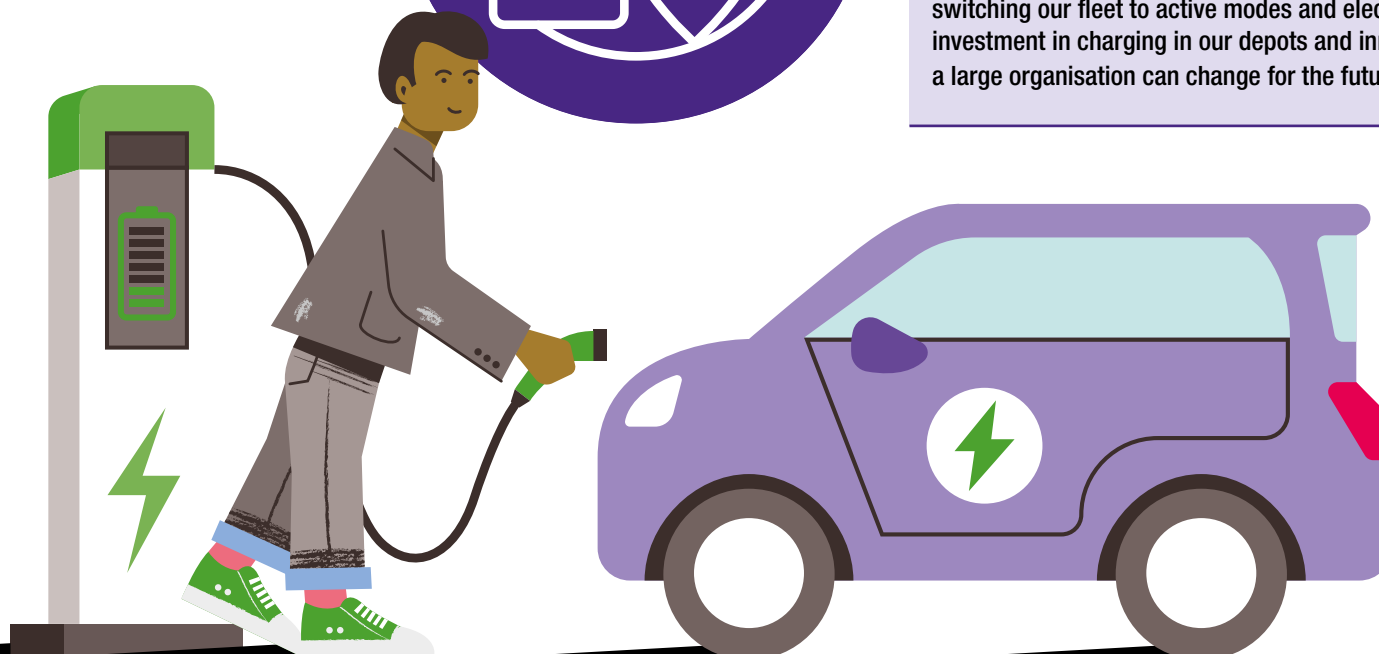


Responsive

An adaptable charging network that responds to new charging standards and technology evolutions as they emerge. Monitor usage and feedback from users to improve the service provided.

Reputation

Leading by example is key to driving change. Lambeth has a large and diverse fleet of vehicles with a variety of uses, we will prioritise switching our fleet to active modes and electrification through investment in charging in our depots and innovation. To show how a large organisation can change for the future.



Principle 3

Considered and Sustainable

Meet demand as it grows, not lead demand.

Take a balanced approach, providing convenient access to charge points while avoiding over-provision that takes up valuable street space, places stress on the energy grid and promotes car use as a mode.

Co-ordinate energy planning with wider decarbonisation projects

Local power grid capacity is a significant constraint to decarbonisation and will need significant investment to cope with decarbonisation needs across all sectors, including domestic heating, district heating & transport. Plan and coordinate delivery to ensure resources are deployed in line with our borough-wide approach to decarbonisation.

Deliver in partnership.

Streets can provide space for electric vehicle charging, but for the most efficient charge points – Rapids, Ultra Rapids and charging hubs, more space is needed. Work with partners to identify suitable sites and business cases for this charge point types.



Sustainable business model to allow for re-investment.

Ensuring we can deliver a charge point network sustainably in the years ahead is critical. We will need to set competitive tariffs and take a bold approach to procurement, enabling good value for money and generating a revenue stream for reinvestment.

Innovation

As the EV market matures, trialling innovative technology will be key to ensure the long-term sustainability of the market. Lambeth will be at the core of driving that innovation. Learning from building and managing an EV network ensures future policies and planning conditions reflect the needs of the borough.

Invest in the future.

Provide a suitable surface for electric vehicles to drive on, by investing in Lambeth's road network. Improving the road surface and materials we use to make them longer lasting, more sustainable and fit for the future.

Principle 4

Supporting net zero.

Enable and support the transition to clean travel modes.

Although tailpipe emissions are reduced with electric vehicles, the most damaging local emissions from brake, tyre and road wear can be increased due to the increased weight of the vehicles. Therefore, the Principle remains reducing car trips and active travel schemes will be prioritised over the EV charge points.

Support shared vehicles.

Since a single shared vehicle can replace up to 29 private cars, it's important to ensure that battery-electric car clubs are viable in Lambeth. Therefore, we must make sure that shared vehicle operators have the appropriate access to charging infrastructure and an appropriate operating cost.

Support business freight and servicing

Many businesses that operate in Lambeth are heavily reliant on Light Good Vehicles, which currently are predominantly diesel. An electric equivalent has larger batteries that tend to take longer to charge, and vehicles used for business generally require more regular charging. So, it's important to ensure that fast and rapid charge points and their dedicated bays are available for business use.



Avoid new car trips and reduce car ownership.

As Lambeth's population grows, we need a significant increase in active travel, much less traffic and a reduction in road danger caused by motor vehicles. Charge points should prioritise those who need them most.

Prioritise strategic Net Zero commitments.

We need to deliver a broad range of carbon reduction projects across the borough, including a massive buildings retrofit programme. It is important these projects are considered when assessing sites for EV charging to ensure the deliverability of our other strategic aims.

Support green skills and grow the economy.

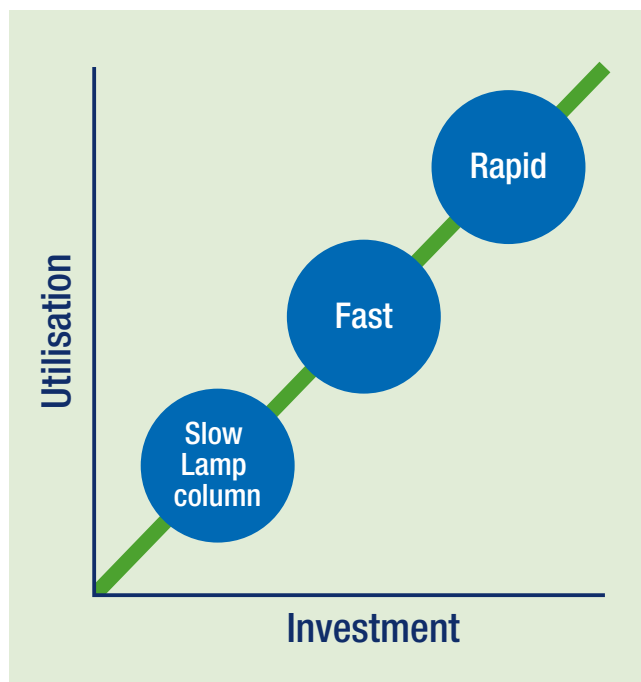
As our road vehicles transition to electric, new skills and capacity-building will be needed, not only at the installation stage but also to maintain the charge point network and service the electric fleet. We are committed to ensuring residents (particularly priority groups) and local businesses (particularly SMEs) benefit from these opportunities, and that local skills providers are supported to be well-placed to deliver the relevant skills.



Implementation plan and investment focus

Delivery Plans will be drawn up every year up to 2030 to expand the charging network. This will be informed by current network utilisation, the distribution of chargepoints and other learning from the rollout of the network, considering the 4 One Network principles.

The network will primarily be owned and operated by Lambeth Council, prioritising our investment in fast and rapid charge points. Fast and rapid chargepoints are significantly more expensive than slow residential charge points but they can charge multiple vehicles per day, which offers better value for money allowing for reinvestment. This also represents the most efficient use of the kerbside and delivers for priority users.



Year	Type	Quantity
2024/25	Slow - 3.5kWh (Lamp column)	275
	Fast – 7-22kWh	50
	Rapid & Ultra Rapid – 50 kWh +	20
	Rapid Hubs (3 or more chargepoints with facilities)	0
2025/26	Slow - 3.5kWh (Lamp column)	128
	Fast – 7-22kWh	50
	Rapid & Ultra Rapid – 50 kWh +	20
	Rapid Hubs (3 or more chargepoints with facilities)	1
2026/27	Slow - 3.5kWh (Lamp column)	136
	Fast – 7-22kWh	50
	Rapid & Ultra Rapid – 50 kWh +	30
	Rapid Hubs (3 or more chargepoints with facilities)	2