Suffolk County Council

Suffolk Electric Vehicle Charging Infrastructure Strategy

2026-2035

www.suffolk.gov.uk/pluginsuffolk

Executive Summary

This Suffolk County Council strategy was originally published in 2023, working collaboratively with the Borough and District Councils and is aligned with our Council objectives. It outlines the actions necessary to support the charging infrastructure required for the smooth transition from internal combustion engine (ICE) vehicles to electric vehicles (EVs). This updated version has been published to include recent progress and updated data, but doesn't alter the original policies.

The UK has a legal obligation to reach net zero emissions by 2050, and the decarbonisation of transport is a key action required to achieve this goal. The Transport East Transport Strategy 2023-2050 cites 42% of the region's carbon emissions come from transport (the largest sector), with 96% of those emissions generated on our roads, demonstrating the significance of the need to reduce and remove tailpipe emissions. Road transport is also a key source of outdoor air pollution, which is the largest environmental risk to public health in the UK, so reducing tailpipe emissions can prevent the health impacts associated with air pollution. EVs provide a good option for decarbonising transport, although it is important to note that EVs are only part of the solution, and fully decarbonising transport will require a shift to other modes, such as increased use of active travel and passenger transport.

Suffolk Council's jointly commissioned WSP to research and identify opportunities to progress the electric vehicle charging infrastructure across the county. The resulting report indicates that by 2030 there will be approximately 120,000 EVs on Suffolk roads which will represent approximately 29% of the total vehicle fleet in Suffolk, this will require approximately 5,400 chargepoints.

A challenge facing Suffolk is how to work effectively across public and private sector providers to deploy the chargepoints at a level that supports the projected increase in demand, to ensure Suffolk has the right number of chargepoints at the right time.

By providing an evidence-based strategy to support the electric vehicle charging infrastructure delivery in Suffolk, our vision is to enable a comprehensive, robust and accessible charging network for residents, businesses and visitors in the county.

Strategy objectives

OBJ1	**Fully accessible and inclusive:** Develop a fully accessible and inclusive charging network for all car drivers, ensuring no one group or area is left behind.
OBJ2	**Enable all households:** Ensure every car or van-running household without off-street parking is within a 5 minute walk or wheel of a standard or standard plus chargepoint.
OBJ3	**Contactless payment system:** New chargepoints installed that are 7kW and above should have a contactless payment system.
OBJ4	**Cost-effective:** Encourage the provision for a cost-effective charging network that offers value for money for drivers.
OBJ5	**Partnership working:** Continue to work collaboratively with local stakeholders to ensure a county-wide approach.
OBJ6	**Behaviour change:** Provide support to Suffolk's resident drivers, businesses and visiting drivers in changing to low carbon driving behaviour.
OBJ7	**Environmentally responsible:** Develop an environmentally responsible charging network that promotes improved local air quality and utilises 100% of the electricity required using renewable energy.
OBJ8	**Funding opportunities:** Seek opportunities to secure funding in all EV sectors to support the roll-out of charging infrastructure across Suffolk.

The focus of the strategy will be on cars and light commercial vehicles, with reference to taxi and private hire vehicles, and larger fleet vehicles such as HGVs and buses. Electric motorcycles are a relatively new market, with most riders being able to charge sufficiently using a standard three pin socket at home. Some models are now compatible with public EV chargepoints, and therefore the charging network outlined in this strategy can also support the emerging electric motorcycle market.

Charging infrastructure plans for e-bikes, e-cargo bikes and e-scooters are yet to be determined, and Suffolk County Council will monitor trials and developments taking place in other areas of the UK before implementing charging infrastructure for those modes of transport. For this reason, electric vehicle charging infrastructure for e-bikes, e-cargo bikes and e-scooters are not included in the strategy at this stage.

This strategy forms one part of the overall transport plan for the County, with the Local Transport Plan as the overarching travel and transport policy for Suffolk. Page 91 of the Local Transport Plan illustrates the hierarchy and identifies the other supporting plans and strategies that can be read in conjunction with this strategy. The District and Borough Councils have their own emerging EV strategies and implementation plans.

Local Government in Suffolk is undergoing substantial change with local government reorganisation happening at the same time as the government creates a new mayoral authority for Suffolk and Norfolk. Whilst the decisions are being made and the transition takes place, this strategy will continue to be used until the next update is due in 2028. By then, local government in Suffolk is likely to look significantly different and the next update of the strategy will reflect this, as well as outlining what it means for electric vehicle charging infrastructure going forward.

Contents

1.0 Introduction 5

1.1 Low carbon transport 6
1.2 Outdoor air quality and health 8
1.3 Types of electric vehicle chargepoint infrastructure 9
1.4 Existing charging network 12

2.0 Forecasting the landscape for Suffolk 13

2.1 EV ownership 14
2.2 Number of public chargepoints required 15
2.3 Where to locate the chargepoints 19
2.4 Reliance on on-street parking 20

3.0 Developing an EV charging network for Suffolk 22

3.1 Role of the Local Authorities 23
3.2 Delivering the strategy 25
3.2.1 Objectives 25
3.2.2 Funding and procurement options 30
3.2.3 Car clubs 30
3.2.4 On-street charging 32
3.2.5 Charging channels 33
3.2.6 Workplace charging 34
3.2.7 Commercial charging 35
3.2.8 Monitoring 35

4.0 Action plan 36

5.0 Conclusion 41

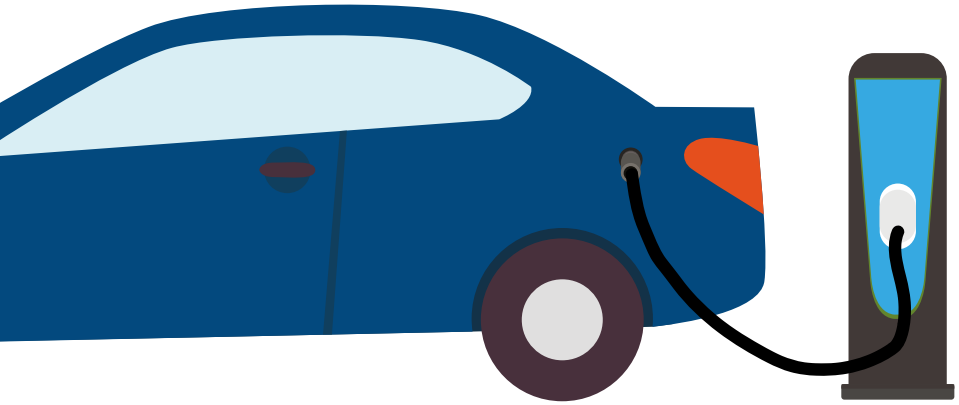
6.0 Appendix 42

6.1 WSP Report 41
6.2 EV:Ready methodology 41

1.0 Introduction

The UK has committed to ending the sale of new petrol and diesel cars by 2030, with all new cars and vans being fully zero emission at the tailpipe from 2035.

This is a significant step in the journey towards decarbonising the UKs transport. As outlined in the Office for Zero Emission Vehicle's Taking Charge strategy, by 2030 there is expected to be a minimum of 300,000 public chargepoints in the UK to support the move from ICE vehicles to electric. Suffolk will need to play a key role in supporting this roll-out, ensuring chargepoints are fairly distributed across both urban and rural areas. The projections for how this will happen are highlighted in '2.0 Forecasting the landscape for Suffolk' Page 13.



1.1 Sustainable Transport

Suffolk is looking to reduce transport demand and encourage a shift to more sustainable, less polluting modes, such as walking, wheeling, cycling and passenger transport, as outlined in the Suffolk Local Transport Plan and supported nationally in the Transport Decarbonisation Plan. Image 1 explains the hierarchy of transport changes required for decarbonisation. Due to the rural nature of Suffolk, and with a third of its population classified as living in rural areas, it is very likely that some people will always need access to a vehicle. For those remaining vehicles required on the roads, the focus will be on promoting electric vehicles until other more sustainable modes of transport are available.

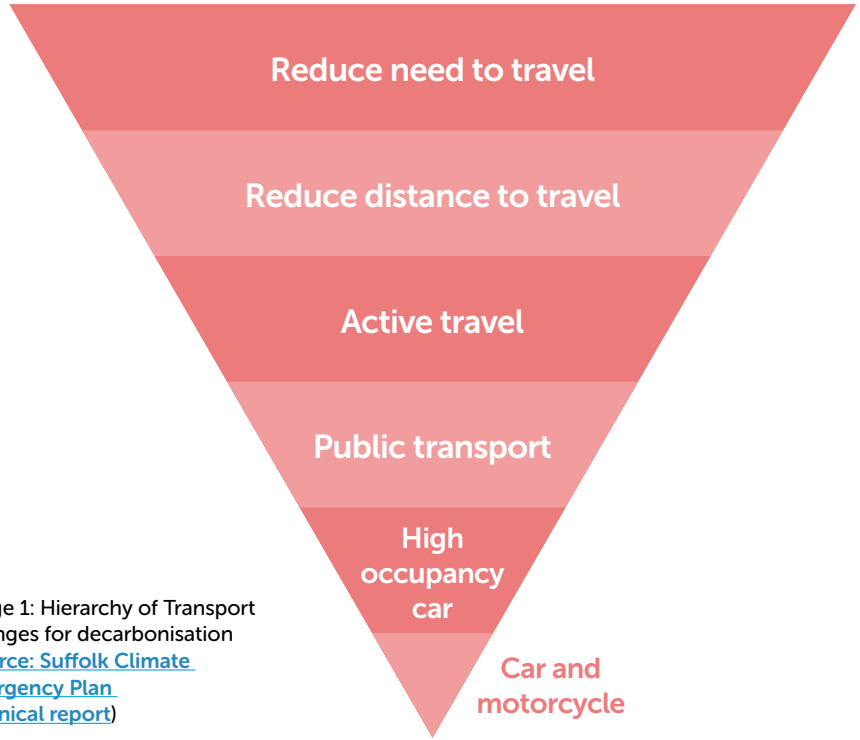


Image 1: Hierarchy of Transport Changes for decarbonisation {Source: Suffolk Climate Emergency Plan technical report)

Suffolk County Council is already leading the way with Plug in Suffolk, the UK's first open access county-wide charging network. Plug in Suffolk's 100th chargepoint was installed in early 2023, and this number keeps growing. The Council also enabled two ultra-rapid charging stations on the outskirts of Ipswich at Park and Ride sites. However, there is a need to accelerate the charging infrastructure further, to create a fit for purpose network for residents, businesses, and visitors to charge their vehicles to meet the predicted demand.

The pathway to decarbonise larger vehicles such as HGVs and buses is currently uncertain, with research and innovations being explored nationally. Suffolk County Council will stay up to date on developments in this area to determine future electric vehicle charging infrastructure requirements for larger vehicles. This is particularly relevant to our county due to the major ports, A14 and A12 roads in Suffolk, as well as supporting the buses that connect our urban and rural areas. Suffolk County Council has signed the Fleet Friendly Charging Pledge, developed by British Vehicle Rental and Leasing Association, to demonstrate its commitment to ensuring Suffolk has a fleet friendly charging network. This is also reflected by Suffolk County Council's fleet now being fully electric.

Van users require specific measures to support their charging needs, such as extended bays to support long-wheelbase vehicles (and those with trailers), adequate surrounding space for accessibility and to be able to fit in spaces alongside other vehicles, as many charging bays have been designed with cars in mind. The security aspect of the charging bays is also a suggested consideration by British Vehicle Rental and Leasing Association, as vans may be carrying specialist equipment inside, therefore chargepoints in well-lit areas have been recommended. Considerations will also need to be explored for drivers who take a work van home and expect to be able to charge overnight near their home, particularly for those who rely on on-street parking. Suffolk County Council will engage with the stakeholders involved when developing infrastructure to meet the diverse charging needs of electric fleets.

1.2 Outdoor air quality and health

Poor air quality is the largest environmental risk to public health in the UK. Both short and long term exposure to manmade air pollution can cause a range of health impacts, particularly respiratory and cardiovascular conditions, across all stages of life, and cause a significant reduction in life expectancy. Air pollution is also a driver of health inequalities, since some populations are more vulnerable to the health impacts of air pollution than others. These include older people, children, pregnant people, those with pre-existing health conditions, and those living in homes which are close to busy roads (Public Health England).

Asthma is a key respiratory condition which is exacerbated by air pollution, causing patients to be particularly vulnerable to its health impacts. Suffolk has statistically significantly high rates of people (aged 6 and over) living with asthma, compared to England (Department of Health and Social Care). Suffolk is within the top 13% of all England upper tier local authorities for asthma prevalence (153 in total). Within Suffolk, Mid Suffolk, Babergh and East Suffolk are all within the top 10% of all England lower tier local authorities (296 in total). This indicates that Suffolk has a high proportion of residents who are especially vulnerable to air pollution.

Road transport is a source of both greenhouse gases and air pollutants, being responsible for significant contributions to emissions. In 2022, the transport sector accounted for 30% of Suffolk's carbon emissions, which is down from 35% in 2020. Although a slight reduction, this is significant when compared to the national average of 29% in 2023 (Source: Department for Transport).

Although outdoor air quality across most of Suffolk is reasonably good and is improving in line with the national picture, there is no safe level of pollution. Transport-related air pollution remains in our urban areas, towns and villages on major roads, and for those living close to busy roads, it can impact the air quality within peoples' homes, further impacting their health.

The Local Transport Plan indicates there are limitations and potential inequalities of only relying on transitioning to zero-emission vehicles, and therefore identifies the focus should be on reducing the demand for motor car use in favour of active travel, micromobility, and passenger transport solutions.

1.3 Types of Electric Vehicle Chargepoint Infrastructure (EVCI)

There are many types of electric vehicle charging infrastructure available to suit different charging needs. These can be split into different categories that represent the varying power output and charging speeds. Some organisations use different definitions of speed and power output, but for the purpose of the strategy we will be using the below definitions from Zapmap and the Department for Transport:

The different power outputs have varying types of connectors. Charging cables can also differ, with some chargers using tethered cables, whilst others are untethered, requiring the driver to plug in a cable to both the chargepoint and car. Some chargepoints require the user to download an app before using the device and to pay for the charge, others allow users to pay contactless and require no app.

The Energy Saving Trust provides resources and further information about the types of electric vehicle charging infrastructure.

For comparison, Image 2 (page 10) provides examples of two different chargepoint types in Suffolk. The top image is of Fastned charging station in Martlesham, an ultra-rapid charging hub that can charge up to 300kW, providing EVs with up to 300 miles of range in as little as 20 minutes depending on the make and model. The chargepoints have tethered cables and can be paid using contactless payment or by app on a smartphone.

Speed	Power output	Considerations
Standard	3kW – 7.9kW	On-street charging in residential areas and public car parks. Long stay usage, typically during the day or overnight. Typical charge time is between 6-12 hours.
Standard Plus	8kW – 49kW	Destination and on-street charging. Medium stay, during a shopping or leisure trip. Found in public car parks, residential areas and leisure destinations. Typical charge time 2-6 hours.
Rapid	50 kW – 149 kW	Destination/en-route charging. Short stay, during a shopping or leisure trip. Typical charge time 30-75 mins.
Ultra-rapid	150 kW and above	En-route charging. Short stay, main purpose of stop is to charge. On or near strategic road network. Typical charge time 20-30 mins.

Table 1: Chargepoint power band explanations. Source: Zapmap.

Image 2: Top image: Fastned charging in Martlesham. Bottom image: Example of a Plug in Suffolk on-street chargepoint on Rendlesham Road, Ipswich.

The photo at the bottom of Image 2 is a Plug in Suffolk on-street chargepoint. These are found in residential locations, are untethered, 7kW, and provide a contactless payment system.

There is no one solution when it comes to deciding which chargepoint is best. All chargepoint types have specific strengths and drawbacks which must be evaluated before implementing. Table 2 explains the various chargepoint types.

Strategic decisions about where to implement different charging options are needed to avoid introducing additional (or continuing existing) car traffic into areas where local authorities are actively trying to reduce it. For example, installing workplace charging at a town centre business may create the undesirable side effect of encouraging employees to drive to work rather than walking, cycling or taking public transport. Another example would be installing rapid chargepoints in town centre car parks, which again may incentivise visitors to bring their car into town rather than choosing a more sustainable transport mode. Whilst improving air quality and carbon emissions, EVs do nothing to reduce congestion or the road safety issues associated with continued car reliance, therefore careful consideration of chargepoint placement is required.

EVCI types	Example of them in use	Considerations	Speed/power
Home charging	Private off-street parking e.g. on a driveway, residential parking.	Useful for long periods/ overnight. Low user cost.	Standard
On-street charging	Charging devices located on residential streets only. Lamppost chargers, kerbside chargers, pavement channels, flush-fitting, on street parking bays etc.	Useful for long periods/overnight but brings increased street furniture which needs to be evaluated before implementing.	Standard/standard plus.
Business/workplace charging	Workplace parking e.g. office car parks / depots.	To support staff to charge during work hours. Support EV fleets.	Standard/standard plus.
Community charging	Residential community chargepoints such as Plug in Suffolk e.g. village hall carparks.	Useful in both urban and rural locations and can be used for longer period of times e.g. overnight.	Standard/standard plus.
Destination/tourism	Charging devices located at the end of an EV journey or where a driver may stop for an extended period e.g. town centre car parks, visitor attractions, retail parks, park and ride sites.	Short charge times, convenient locations.	Standard/standard plus/rapid depending on type of destination and length of stay.
En-route charging	Charging devices located for charging to continue a journey e.g. service station parking and anywhere close to major roads/ population centres.	Short charge times but often higher cost to charge for user.	Rapid/ultra-rapid.

Table 2: A breakdown of the EVCI types.

1.4 Existing charging network

Source Zapmap database, December 2025

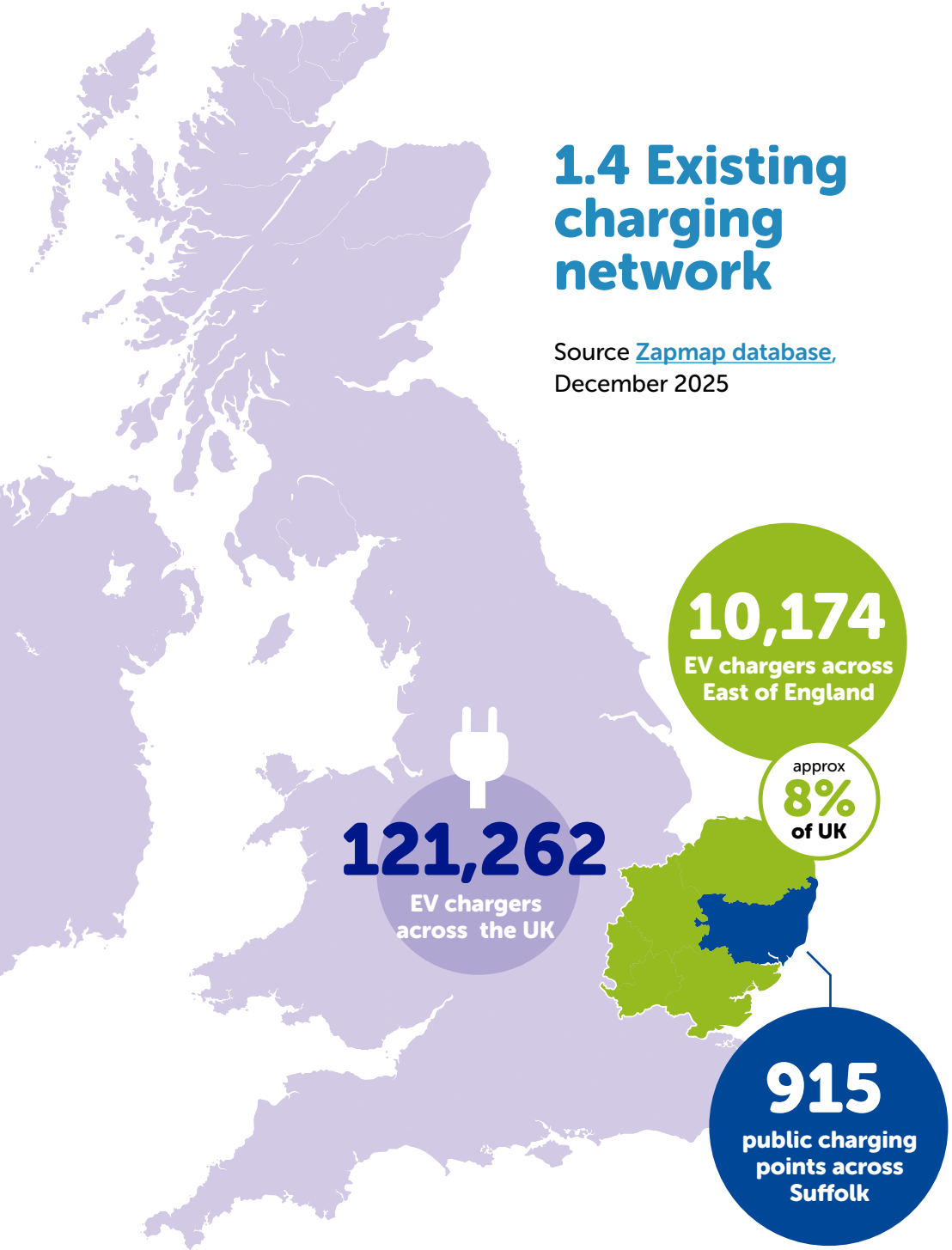


Table 3 shows the total existing public chargepoint devices (at all speeds) broken down by local Council area in Suffolk (Image 3 highlights the locations), against the number of chargepoints per 100,000 population.

Local authority	Existing charging devices (Q4 of 2025)	Per 100,000 population
Babergh	134	142.1
East Suffolk	211	85.4
Ipswich	168	120.7
Mid Suffolk	135	127.7
West Suffolk	267	146.5
Suffolk total	915	119.1

Table 3: Existing number of public charging devices in Suffolk against the number. Source: Department for Transport.

According to the Zapmap database, there are 254 existing rapid and ultra rapid charging devices in Suffolk. The East of England has the 3rd highest share in the UK of rapid and ultra-rapid chargers with 3,148.

The growth has been consistently strong across Suffolk for public chargepoint installations, with 2024 seeing the highest growth. The figures in Table 4 show public charging devices and do not include private home-charging devices. The figures are expected to continue to grow to support the projected demand highlighted in section 2.0 Forecasting the landscape in Suffolk.

Year (Q4 of each year)	Charging devices	Percentage increase
2023	502	142.1
2024	776	54.5%
2025	915	17.9%

Table 4: The number of public charging devices installed from 2023-2025 in Suffolk. Source: Department of Transport, 2025.

2.0
Forecasting the landscape for Suffolk

2.1 EV ownership

At the end of December 2025, there were over 2.15 million plug-in cars on our roads in the UK, with over 1.8 million of these being battery electric vehicles. The Society of Motor Manufacturers and Traders states data is showing a shift away from plug-in hybrids towards battery-electric cars, with plug-in hybrid sales declining year on year, while battery-electric vehicle sales have increased. This aligns with the government's commitment of all new cars and vans being fully zero emission at the tailpipe from 2035.

In Suffolk, EV ownership has increased steadily from under 1,000 vehicles in 2015 to over 31,000 vehicles in 2025, in-line with the national trend. A full breakdown of EV registrations against the District Councils for the years 2022 and 2025 is shown in Table 5. The data for 2022 is included for comparison as this was the year this strategy was originally developed. Table 5 highlights the number of ICE vehicles in Suffolk has reduced over the 3-year period, whilst, over the same period, the number of EVs has increased significantly.

The total figure for EV ownership is projected to grow, with an expected 120,000 EV ownership in Suffolk by 2030. Image 3 shows how the 120,000 EV ownership forecast is expected to be broken down into the District Councils, with East Suffolk at 40,000 followed by West Suffolk at 29,000 registrations. Further information on this is found in Appendix 1.

Local authority	Number of ICE vehicles in Suffolk (diesel, petrol)		Existing EV ownership (including plug-in hybrids)		Percentage of EVs against total car number (%)	
	2022	2025	2022	2025	2022	2025
Babergh	83,500	68,330	971	4,380	1.16%	6.41%
East Suffolk	189,600	164,800	2,393	10,160	1.26%	6.16%
Ipswich	52,100	73,290	988	4,120	1.9%	5.62%
Mid Suffolk	91,800	81,320	1,513	5,120	1.65%	6.29%
West Suffolk	129,300	122,890	1,738	7,530	1.34%	6.12%
Total:	546,300	510,630	7,603	31,310	1.39%	6.13%

Table 5: Number of vehicles and EVs in Suffolk against the years 2022 and 2025. Source: Department of Transport, 2022 Q4 and 2025.

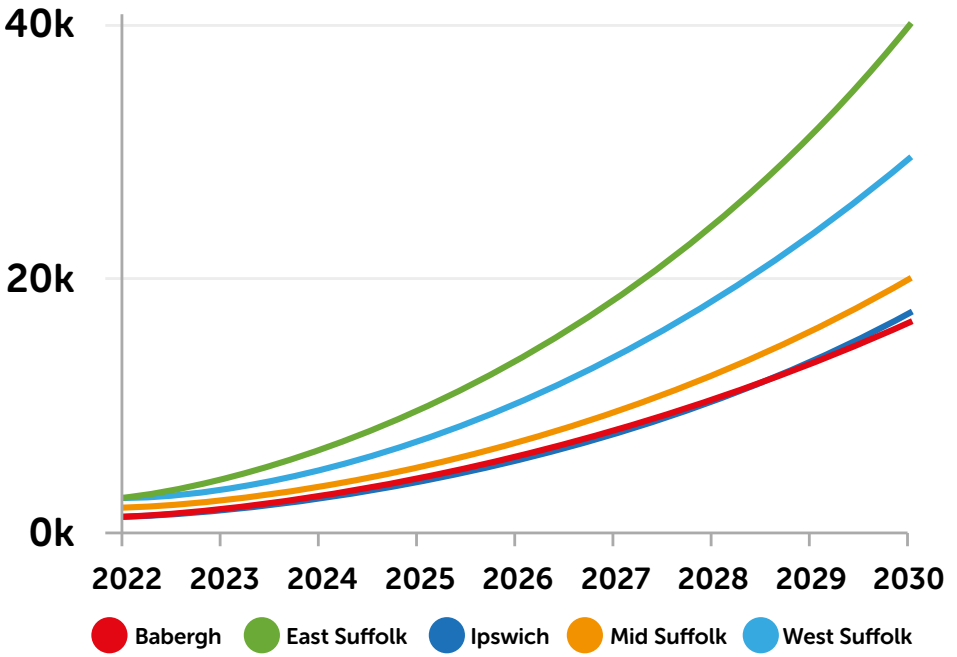


Image 3: Forecast EV registration by local authority from 2022-2030. Source: WSP EV:Ready Report

The second-hand market for EVs is expected to increase over time, and with more leasing options now available for new and second-hand EVs, it is creating more affordable options for owning a zero-emission vehicle. The cost of charging is a key part involved in running an electric vehicle. The associated energy and charging costs are dependent on and influenced by global markets, with a significant difference between the costs of charging at home against public charging, with charging at home often being the cheapest method of charging. This difference is predicted to narrow overtime, helping to make it more affordable to charge for those without home charging.

The forecasted increase in EV ownership in Suffolk demonstrates a need for a greater number of chargepoints across the county.

2.2 Number of public chargepoints required

In 2022, the Suffolk Council's commissioned WSP to assess the existing provision, future demand, and requirements for electric vehicle charging infrastructure in Suffolk. The document formed the basis of our intelligence, along with the interactive EV:Ready tool that shows predicted electric vehicle chargepoint demand. WSP produced a methodology report describing how they created the EV:Ready tool, see 6.0 Appendix.

Before looking at future EV demand and projections, we first need to gain an understanding of how many car trips could be made using less carbon intensive modes, such as walking, wheeling, cycling, passenger transport and shared mobility, as this is the preferred method of transport to help reduce vehicle use (behind avoiding trips), as highlighted in the Local Transport Plan.

WSP's methodology states assumptions were made about the modal shift potential, identifying that trip distance is a major factor in choice of mode, with the caveat that it should only be viewed as a high-level picture of mode shift opportunity. Other factors were not considered in their approach, including peoples' attitudes towards shifting modes, their ability to walk and cycle, ownership of a bike, quality of infrastructure and safety and comfort of using other modes of transport; all of which are key factors that play a role in how an individual chooses to travel. It is also unclear how the mode shift forecasts were factored into WSP's EV projections. For those reasons, we need to recognise this as a limitation to their forecasting.

Table 6 shows the total forecast demand for public EV chargepoints in Suffolk up to 2040, for both low and high uptake scenarios (this does not include off-street home charging points). This data covers electric vehicle charging infrastructure funded by both the public and private sectors.

A wide range of variables were considered in this assessment, including:

- Charging habits
- Vehicle mileage and efficiency delivered via public chargers
- Trends in vehicle and charger technology
- Average charge rates

It is important to recognise that in the low uptake scenario, it is assumed that chargepoints are deployed optimally and achieve higher utilisation, with a greater increase in the average charge rate. It serves to provide a more limited minimum baseline coverage of EV charging provision, and more high-powered recharging in fewer locations.

Equally, the forecast demand for the number of chargepoints required in the high uptake scenario is made under the assumption that chargepoints are deployed more widely and used less intensively, with more modest increase in the average charge rate.

		Total EV charge points required in Suffolk	**Indicative forecast of LA enabled EV charge points required in Suffolk**	**Total EV charge points required in Suffolk**	**Indicative forecast of LA enabled EV charge points required in Suffolk**
Scenario		**Low scenario**		**High scenario**	
Year	**Charger type**	Count	Count	Count	Count
2030	Rapid	436	59	738	116
	Standard	2,789	1,438	4,723	2,526
	Total	3,225	1,497	5,461	2,642
2035	Rapid	973	114	1,375	183
	Standard	6,227	3,162	8,801	4,578
	Total	7,201	3,277	10,176	4,762
2040	Rapid	1,444	162	1,713	219
	Standard	9,242	4,673	10,965	5,666
	Total	10,686	4,835	12,679	5,885

Table 6: Forecast number of public EV chargepoints (excludes off-street home charging points) required up to 2040 in Suffolk, for both low and high scenarios. Source: Transport East EV:Ready Tool.

Both scenarios indicate Suffolk requires expansion of publicly accessible charging infrastructure to meet future demand.

Table 7 indicates the total forecast demand for EV chargepoints by local Council area in Suffolk, covering the same low and high scenarios from Table 6. It is important to note the data in Table 7 refers to EV chargepoints that may require public funding or other support and does not include those that are purely funded by private sector investment.

	Babergh		East Suffolk		Ipswich		Mid Suffolk		West Suffolk	
Scenario	**Low**	**High**	**Low**	**High**	**Low**	**High**	**Low**	**High**	**Low**	**High**
Year	Count		Count		Count		Count		Count	
2030	217	357	536	880	178	360	258	422	308	624
2035	460	642	1,137	1586	416	650	545	760	719	1,124
2040	663	793	1,641	1961	640	804	785	938	1,106	1,389

Table 7: Forecast of local authority enabled EV chargepoints required in the Districts. Source: Transport East EV Ready Tool.

The same data is presented in Image 4 and 5, indicating an increase required in the charging infrastructure across all Districts, with East Suffolk expecting to require the highest number of chargepoints in both the high and low scenarios, followed by West Suffolk. One reason for this could be the more affluent rural residents are more likely to make the switch to EVs sooner, driving up demand for chargepoints, over the lower-income and more urban centres. It is important to note the variables listed above that have been considered in this assessment.

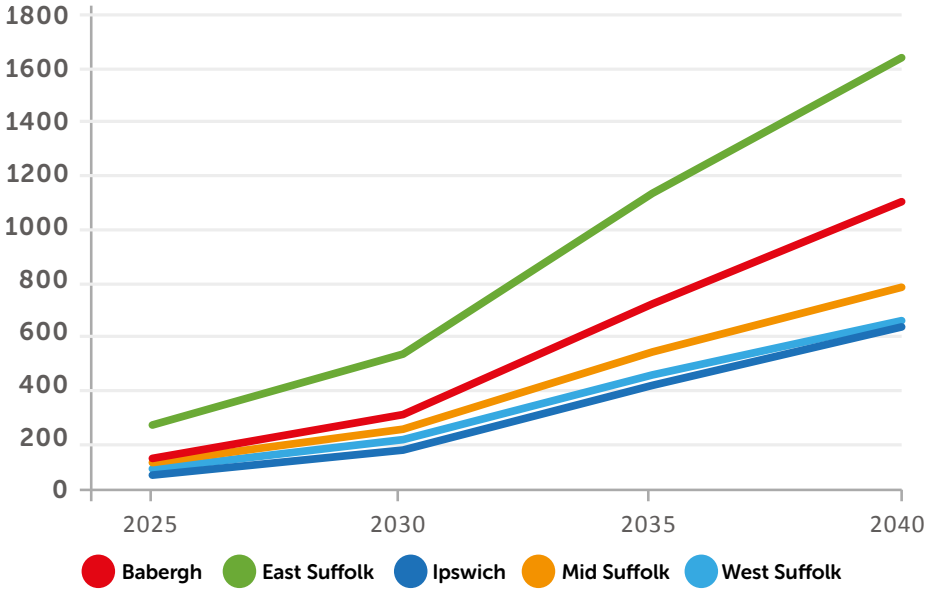


Image 4: Indicative forecast for local authority enabled EV chargepoints required in the Districts, low scenario. Source: Transport East EV Ready Tool.

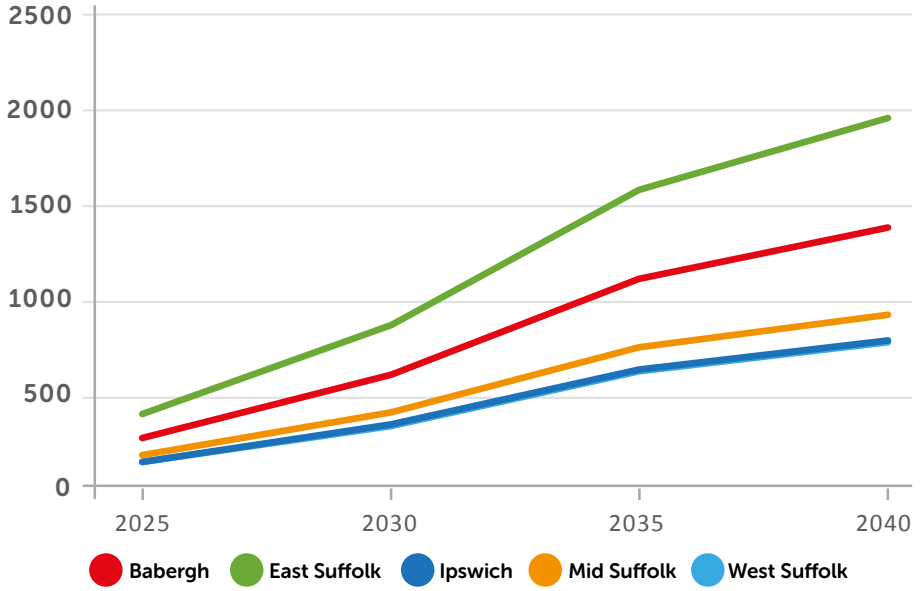


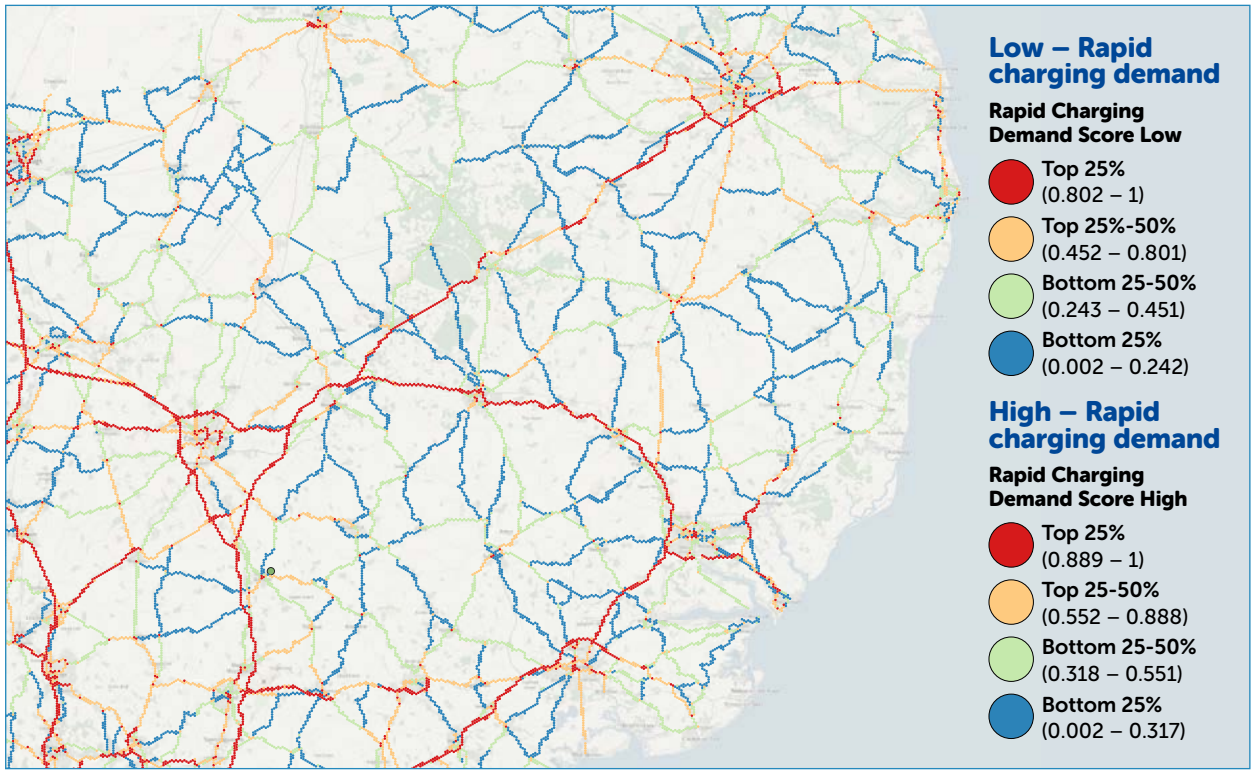
Image 5: Indicative forecast of local authority enabled EV chargepoints required in the Districts, high scenario. Source: Transport East EV Ready Tool.

To undertake the forecasted analysis, it was necessary to make several assumptions which will naturally present limitations. A list of the assumptions made is provided in the Appendix. Due to this, it is recommended that the figures in Tables 6 and 7 should be taken as indicative estimates for decision-makers rather than absolute. The figures will need to be reviewed periodically to ensure improved accuracy against changes in demand.

When it comes to deciding which chargepoint should be installed, it is recommended that a blend of chargepoint types (Table 1 on page 9) will be required to meet the needs from all drivers, and support a smooth transition for residents, businesses and visitors across Suffolk.

2.3 Where to locate the chargepoints

Image 6: Rapid charging demand in Suffolk for 2030. Red indicates high demand locations and blue the low demand locations. Source: WSP EV:Ready Dashboard.



The expansion of the electric vehicle charging infrastructure network requires several factors to be considered before chargepoint locations can be identified. The availability of grid capacity, particularly for the rapid/ultrarapid chargers, can be an issue. Local authorities are encouraged to engage early with UK Power Networks to ensure appropriate locations are selected for electricity availability and user needs. Other factors that need to be considered include the street furniture that comes with the specific charge point, the install-ability, cost, customer experience, technology and maintaining access for users.

It is important to ensure there is an even distribution of chargepoints across the rural and urban areas of Suffolk, with a blend of charging speeds to meet the diverse needs of the different users.

Typically, the private sector is likely to favour areas where supply exceeds demand, therefore making it more commercially attractive, often along the high traffic routes such as dual carriageways and A roads as highlighted in Image 6. The electric vehicle charging infrastructure typically deployed by the private sector in those locations are rapid/ultra rapid chargers, where the driver will need a quick charge whilst on route to their destination.

This supports an expectation from some drivers for an increase in rapid chargers, as they feel they replicate a similar experience they had with refuelling stations. However, the market is constantly evolving and there are now some chargepoint operators in the private sector that specialise in other types and combinations of chargepoints, such as kerbside charging, rapid/ultra-rapid and a combination of all.

Mobility hubs located on major public transport networks (e.g. Park and Ride sites) that provide EV charging stations can encourage an increase in walking, wheeling, cycling and passenger transport to access town centres. This reduces the number of vehicles heading into towns, supporting improved air quality and freeing up electric vehicle charging infrastructure in town centre car parks for residents and those with limited mobility who would find it difficult to access town centres without a vehicle. This delivers on the Local Transport Plan policy and objectives by creating transport hubs to improve integration between travel solutions, a focus under the key theme of 'creating better places'.

2.4 Reliance on on-street parking

Household density is a valuable indicator to consider alongside EV uptake forecasting because it provides an indication of areas that are more likely to require publicly accessible charging.

Areas with a lower housing density are more likely to have access to home EV charging options on private driveways, whereas areas with a greater housing density are less likely to have access to private EV charging and therefore will require publicly accessible charge points.

The WSP EV:Ready report highlights approximately 25% of households in Suffolk are reliant on on-street parking, as highlighted in Table 8 and Image 7. Although this is lower than the average for the UK at 30.6%, Suffolk will need to ensure there is enough safe and accessible on-street and community charging infrastructure in place to support those without access to off-street parking.

Local authority	Households	Proportion of households reliant on on-street parking (%)
Babergh	46,000	21.05%
East Suffolk	117,000	22.31%
Ipswich	60,000	36.93%
Mid Suffolk	45,000	17.37%
West Suffolk	77,000	26.65%
Suffolk	345,000	25%

Table 8: Reliance on on-street parking in Suffolk. Source: WSP EV:Ready Tool.

A challenge kerbside charging brings is ensuring any new charging infrastructure does not obstruct, discourage, or create hazards for walking, wheeling and cycling, and ensures appropriate access along the pavements and to the chargepoint unit. This is a key component of the PAS 1899:2022 Standard.

For residential streets in conservation areas, the electric vehicle charging infrastructure is expected to be in keeping with the appearance of the local area where possible. Suffolk's Borough and District Councils will need to work closely with the Highway Authority to ensure all road users' needs are accounted for and any electric vehicle charging infrastructure installed is suitable for each specific location.

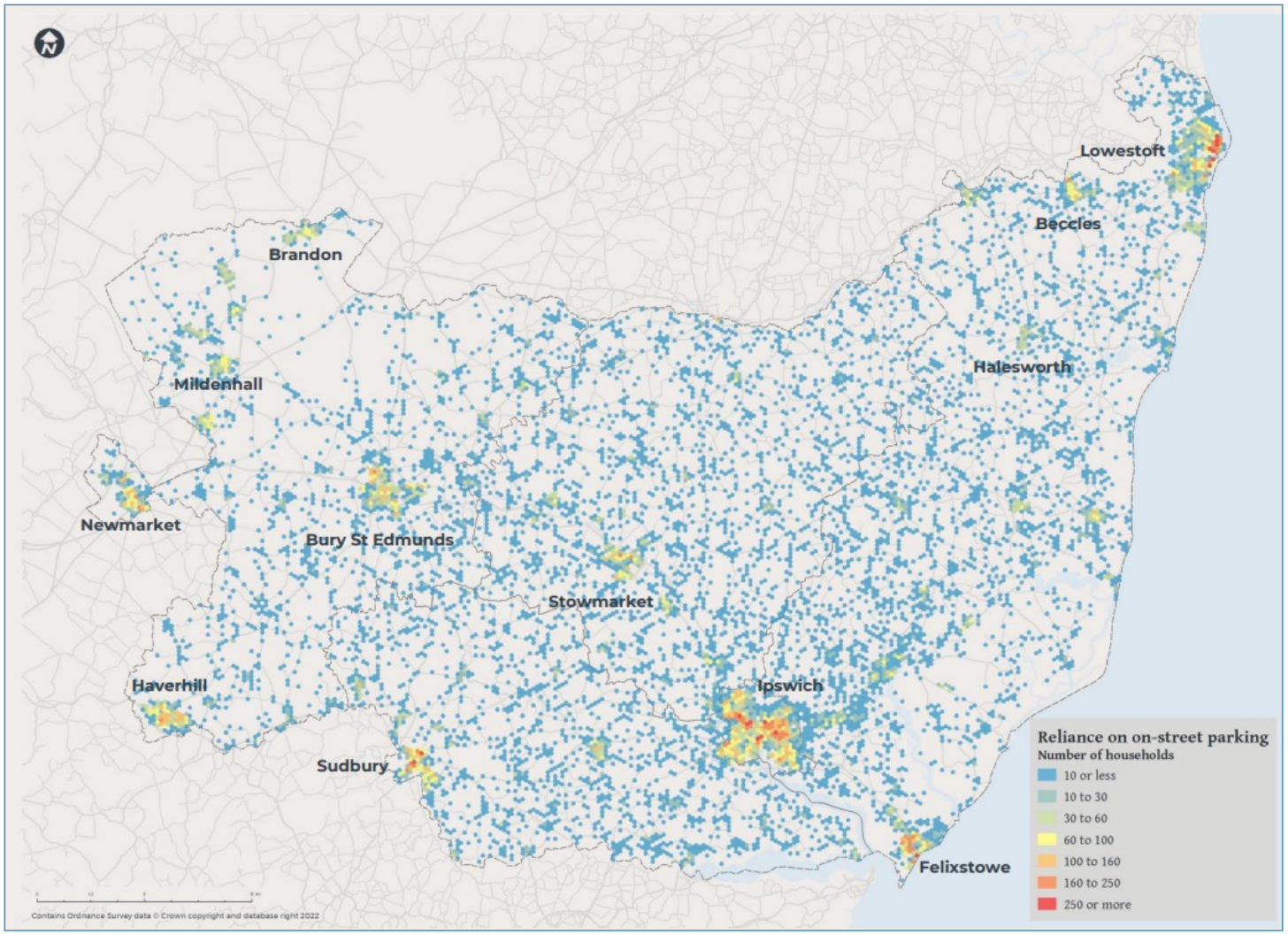
A second challenge kerbside charging brings is ensuring the chargepoints are available and free to use when required, and do not get blocked by other road users. This will be a particularly crucial time during the transition stage from ICE vehicles to EVs, when demand for electric vehicle charging infrastructure is increasing but other ICE vehicles still need to be parked on the street (where there is no other alternative). Clusters of kerbside charging in suitable locations and designated charging bays could be explored if issues arise. This challenge is expected to be less of an issue over time when there will be fewer ICE vehicles on the roads and charging demands and needs shift due to an increase in the number of chargepoints installed.

There are other approaches to kerbside charging which should be considered. One approach is to increase lower-speed electric vehicle charging infrastructure in public car parks in town centres to enable local residents to charge overnight when demand for car park space is low from daytime visitors. However, this has the potential to bring challenges around vehicle and user safety when leaving the vehicle to charge and walking to and from the car park. A way to reduce the safety concerns would be to make sure all charging locations comply with safety guidelines, such as 'ChargeSafe' guidelines, to enable drivers to feel safe when charging their vehicle. This approach of residents using the chargepoints overnight is likely to be a preferred charging method by those living within close

walking proximity to the car park and can reduce the need for individual kerbside charging outside properties.

EV car clubs are another option that could offer opportunities for residents to still have access to a car or van for those trips that cannot be made by any other mode without having to own a vehicle, thereby reducing the need to charge at home. EV car clubs have potential to work well in areas of high housing density such as urban centres and are being trialled in Suffolk (more information is in 'Section 3.2.3: Car clubs') and other parts of the UK. In rural areas, car clubs may help avoid households purchasing a second or third vehicle (e.g. to serve grown-up children). Car clubs also help to reduce the number of overall vehicles on the roads, with potential for societal shift away from car ownership. This aligns with the priorities outlined in the Local Transport Plan by promoting other modes of low carbon transport, as well as having potential to compliment any mobility hubs.

Image 7: Map to show reliance on on-street parking in Suffolk. Source: WSP EV:Ready Report



All options will be explored to ensure the most suitable kerbside charging infrastructure is chosen for each location, as well as considering other electric vehicle charging infrastructure types to support charging for residents who rely on on-street parking.

3.0 Developing an EV charging network for Suffolk

3.1 Role of the Local Authorities

Local authorities are uniquely placed to work together and support the roll-out of electric vehicle charging infrastructure. Suffolk County Council is the local Highway Authority with control over many public highways in the county such as roads and footways. National Highways manage the strategic road network in England, including the A14 that runs through Suffolk.

The local authorities in Suffolk collectively own land and buildings across the county, including car parks, country parks, offices, schools and fire stations. These assets have the potential to play a key role in accelerating electric vehicle charging infrastructure to support the needs of residents, businesses, and visitors.

The local authorities in Suffolk are leading the way in expanding efforts to switch operational and pool fleet vehicles to zero emission at the tailpipe. This switch should be used to support local partners and businesses to follow in making the transition to low emission vehicles. Suffolk County Council now has a fully electric vehicle fleet.

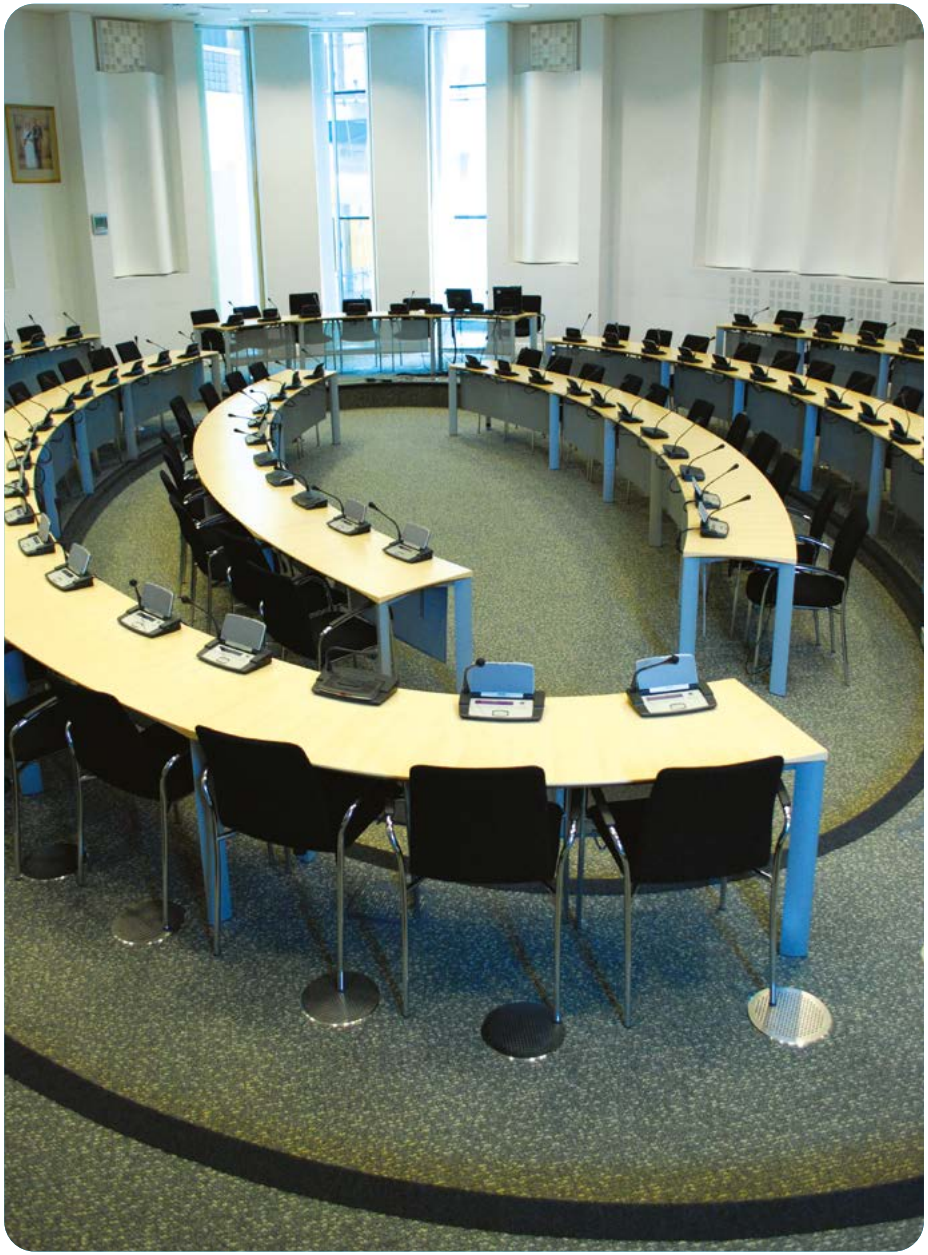
The Local EV Infrastructure (LEVI) Fund supports local authorities in England to plan and deliver chargepoint infrastructure for residents without off-street parking.

Suffolk County Council received:

The Council is working in collaboration with the Borough and District Councils in the delivery of the LEVI projects. This collaboration across all Suffolk councils is central to ensuring an even distribution of chargepoint deployment and relates to Objectives 5 and 8.

Suffolk County Council requires the Borough and District Councils to work alongside the private sector to ensure a choice and scale of charging options are available throughout Suffolk. New opportunities for collaborative working across both sectors are being explored and this enables greater flexibility for local authorities to influence and ensure a good distribution of chargepoints. This collaboration between public and private sectors is strongly emphasised in the Electric Vehicle Insight Study by Transport East as a key requirement to meet forecasted need. There are several commercial procurement models that can be used for chargepoint installations including concession, joint venture and owner operator models, as seen in section 3.2.2.

The Highway Authority will ultimately have responsibility for the safety of assets within the Highway, and therefore chargepoints, on the roads and footways that it has control over.



3.2 Delivering the Strategy

Further details on the objectives are listed below with actions on how this will be achieved in section '4.0 action plan'.

3.2.1 Objectives

OBJ1

Develop a fully accessible and inclusive charging network for all car drivers, ensuring no one group or area is left behind

Guidance and best practice from the PAS 1899 Accessible Public Charging Standard will continue to be incorporated into the design and placement of electric vehicle charging infrastructure across Suffolk, enabling an inclusive experience for people with accessibility needs where possible.

The network will include an appropriate distribution across both rural and urban areas. Suffolk County Council will seek to further understand both rural and urban needs and actively pursue innovative solutions for charging and travelling in those areas, for example EV car clubs, community charging locations, promoting neighbourhood EV chargepoint sharing campaigns where appropriate, such as CoCharger.

Drivers need to feel safe using the charging network at night and in low-lit areas. The ChargeSafe guidelines (or an equivalent accreditation system) will be considered with new installs, and Suffolk County Council will improve the existing network where possible.

Visibility is key to ensure drivers know where the chargepoints are located to help plan journeys, and increase confidence to make the switch from ICE vehicles to EVs. Suffolk County Council will make sure all new chargepoints are added to the chargepoint map on the Plug in Suffolk website to inform drivers and require the Chargepoint Operators it works with to add chargepoints to Zapmap.

The Open Charge Point Protocol 2.1 will be used to promote data sharing to help ensure an accessible network, ensuring some dynamic data is made openly available to drivers.

OBJ2

Ensure every car or van-running household without off-street parking is within a 5 minute walk or wheel of a standard or standard plus chargepoint

Collaboration is encouraged with partners and key stakeholders to identify suitable locations to expand the charging network, supporting driving households without off-street parking. The objective will be measured by mapping the properties identified without off-street parking against potential locations for nearby chargepoints (such as public car parks and/or cluster on-street chargepoints) using a mapping tool.

Suffolk County Council will work closely with Energy Saving Trust to measure and monitor this objective using a spatial mapping software.

The Council will consider appropriate Traffic Regulation Orders and enforcement requirements depending on the local context (e.g. parking restrictions, resident parking zones, overstay fees etc).

OBJ3

Ensure new chargepoints installed at and above 7kw will have a contactless payment system

Under the Public Charge Point Regulations 2023, it is now mandatory for new public chargepoints of 8kW and above, and existing rapid chargers (50kW and above) to offer contactless payment.

In Suffolk the approach will be extended to lower power for improved user experience. This is why all our chargepoints at 7kW and above, installed from 2018, had a contactless payment method. All new installs of 7kW by the Council and above, will have the same feature (with the exception of chargepoints in conservation areas; this is because contactless payment is not a feature of 'flat and flush' technologies).

This will be particularly useful in rural locations where WiFi/signal may be unable to support chargepoint apps, causing a digital barrier.

OBJ4

Encourage provision for a cost-effective charging network that offers value for money for drivers

Lower charging costs are likely to incentivise residents, businesses and visitors to make the switch from ICE vehicles to EVs. Suffolk County Council will encourage provision of a cost-effective charging network, ensuring value for money for drivers by keeping charging costs low where possible. The use of time-of-day tariffs and special rates for local residents will be encouraged.

Suffolk County Council will ensure pricing transparency to enable EV drivers to easily view the price per kWh at all chargepoints (both displayed on the chargepoint and on Zapmap), to compare the cost of charging between different networks.

Suffolk County Council is trialling EV car clubs, which offers a more affordable option to allow access to a vehicle without the need to own one or pay the costs associated with owning one.

Suffolk County Council requires the private sector to work with local authorities to provide a charging network across the county that is equitable for all residents, businesses and visitors. This includes the light commercial vehicle and fleet sector.

The Council will look to support community ownership models as part of the charging network, leaving responsibility of the chargepoint, and therefore any associated costs, with the community. An agreement will take place prior to installation to discuss and ensure all parties are happy with the arrangement.

OBJ5

Continue to work collaboratively with local stakeholders to ensure a county-wide approach

Suffolk County Council will work closely with the Borough and District Councils and commercial chargepoint operators across Suffolk to ensure the right chargepoints are installed in the right locations and at the right time.

The Council will develop relationships that support the roll-out of the charging network in Suffolk, including working with neighbouring authorities outside of Suffolk to achieve cross-boundary coordination and consistency for users. Other key stakeholders involved in the delivery of the charging infrastructure who will be engaged include landowners, UK Power Networks, Chargepoint Operators, equipment manufacturers, software and back-office system providers and chargepoint installers.

The Council will explore opportunities to integrate electric vehicle charging infrastructure within mobility hubs to encourage greater uptake in the low carbon transport modes of walking, wheeling, cycling and passenger transport. This will support a more joined up approach for EVs within the wider transport sector across Suffolk.

Suffolk County Council requires county-wide data sharing and reporting, to enable a clear understanding of need and demand to guide future provision. This will support Suffolk in aligning with UK National policy of installing electric vehicle charging infrastructure ahead of need.

OBJ6

Provide support to Suffolk's resident drivers, businesses and visiting drivers in changing to low carbon driving behaviour

Understanding individual range, charge and change anxieties will help to identify the capability, opportunities and motivations involved with travel behaviour change (COM-B model). Community engagement and consultation with residents, businesses, and visitors is required to develop a reliable and fit for purpose charging network. Suffolk County Council would like EV drivers to feel confident that the charging network is reliable and easy to use.

The Plug in Suffolk team will work closely with Transport Strategy colleagues to promote walking, wheeling, cycling and passenger transport

as a first means of transport, and promoting those for first and last mile journeys, integrating with standard electric vehicle charging infrastructure, mobility hubs and Park and Ride sites.

It is important that the Plug in Suffolk and Transport Strategy teams are working towards the same goal of reducing the need for residents to travel (avoid), then shifting car-drivers to walking, wheeling, cycling and passenger transport travel solutions (shift), before promoting EVs as part of low carbon travel (improve). Car clubs play a pivotal role in reducing the need for a household to own a car or multiple cars, supporting this shared goal. Placing chargepoints on carriageway buildouts are another approach to supporting this goal, by redistributing space on the street away from ICE vehicles towards electric vehicles.

Suffolk County Council will work with commercial organisations to provide engagement and showcase opportunities for residents and businesses to try out EVs and gain an understanding of the positive impacts and benefits of EV ownership.

Given the rural nature of Suffolk, it is key to engage with the taxi and private hire vehicle trade as some people rely on this mode of transport to travel. This sector was consulted by Suffolk County Council in 2024, to identify the barriers and support required to help the transition to EVs. A feasibility study was produced based on the results. The report includes several options and interventions for Suffolk councils, focussing on behaviour change, infrastructure improvements, financial support and licensing policy. It was concluded that the approach needs to include a range of different measures, and to work collaboratively, to enable effective and meaningful change.

As mentioned in Section 1.1, Suffolk County Council has signed the British Vehicle Rental and Leasing Association fleet charging pledge to demonstrate commitment to ensure Suffolk has a fleet friendly charging network. Stakeholder engagement is needed to support the diverse charging needs of electric fleets.

Suffolk County Council will stay up to date with, and closely follow, any new Government support measures that are announced, to ensure Suffolk makes the most of any offers. For example, the 'Plan for Drivers' policy paper, published in Autumn 2023, sets out how the government is working to improve the experience of driving and services provided for motorists. The 'transition to zero emission driving' is a key section in the paper that Suffolk County Council will follow, covering several measures such as delivering faster grid connections, tackling the challenge of on-street charging and debunking common EV myths.

OBJ7

Develop an environmentally responsible charging network that promotes improved local air quality and uses 100% of the electricity required using renewable energy

Suffolk County Council will ensure the charging network meets its corporate priorities, supporting the economy and protecting the environment. Many chargepoint operators aim to ensure that networks are powered 100% by renewable energy; Suffolk County Council has appointed such chargepoint operators using its LEVI funding.

Suffolk County Council and its partners will promote the co-benefits that a more sustainable transport network will bring, including improved local air quality and healthier, more active communities.

On-site renewable generation and battery storage should be considered in suitable chargepoint locations, as this brings opportunities for increasing the proportion of renewable energy whilst helping to manage long-term energy supply costs and reducing the carbon intensity of the network. On-site generation, such as wind, solar photovoltaics or hydroelectric, could future-proof the charging network if carefully planned from the start and installed at the same time as the chargepoint installation, as this will minimise future challenges with groundworks and connectivity. One example of this type of installation includes solar carports located in carparks. However, it is important to note that not all locations (e.g. kerbside and small car parks) will be suitable for on-site generation and battery storage.

OBJ8

Seek opportunities to secure funding in all EV sectors to support the roll-out of charging infrastructure across Suffolk

Suffolk County Council will use existing LEVI funding to enable a greater provision of electric vehicle charging infrastructure and look at several procurement models.

Suffolk local authorities, with partners, will also explore opportunities to use the public estate to improve the electric vehicle charging infrastructure.

The Council will work with commercial, community and public partners to help identify opportunities for funding and site identification in Suffolk.

The Council will work with partners on sub regional opportunities for funding electric vehicle chargepoints.

3.2.2 Funding and procurement options

Suffolk County Council received £1.36m in January 2023 from the LEVI Pilot Fund to support additional chargepoints in Suffolk for households without off-street parking with a particular emphasis on rural communities that would not usually be considered by chargepoint operators in the private sector. The deployment under this funding is underway at the time of writing, and the key outcomes will be:

- Adoption of the original Plug in Suffolk community charging hubs by a new Chargepoint Operator under a concession model; this will transfer management and maintenance responsibilities to a chargepoint operator and lead to a more consistent user experience
- Creation of 42 new community charging hubs, largely in rural locations, again on a concession model.

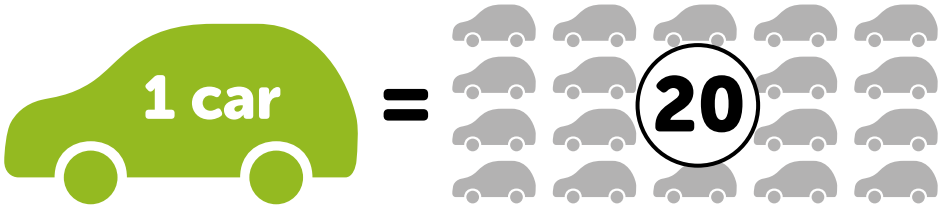
Suffolk County Council has also received £5.3m in capital funding from the LEVI fund. This is enabling the provision of on-street residential chargepoints in Suffolk, with a primary aim to support households without off street parking. Again, a concession model has been used, and 2 Chargepoint Operators have been appointed; one for installation of bollard style chargepoints outside conservation areas, and one for installations inside conservation areas using a flat and flush system sympathetic to the historic environment. Under both contracts, this should see over 6,000 charging sockets deployed in Suffolk by 2030, more than meeting the predicted requirement for public chargepoints by that date, both unlocking and accelerating the county's transition to EV.

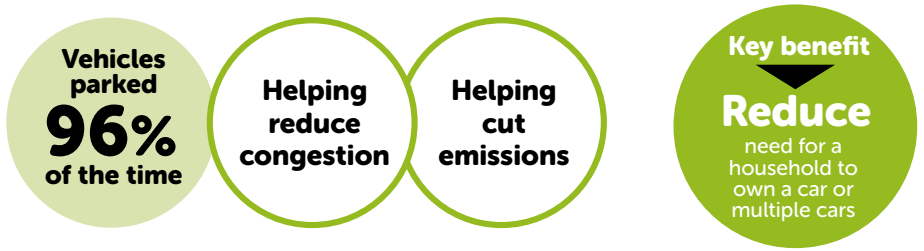
Sites for installation under the capital funding will comprise:

- Over 1,000 public streets
- Over 130 public car parks

3.2.3 Car clubs

Nationally, on average each car club vehicle in 2024:





Suffolk County Council is trialling all-electric community vehicles in nine locations across Suffolk, enabling residents to book a vehicle by the minute, hour or day. With two vehicles hosted at each location, it creates a convenient way to travel whilst improving air quality, reducing parking pressure and increasing mobility to those without access to their own car.

In the first six months the car club recorded:

It suggests there is a demand for this type of travel in Suffolk. Initiatives of this nature are an important part of decarbonising the transport sector, particularly in rural areas where (currently) zero-emission transport options are limited. Introducing car clubs to rural areas is a focus of the Rural Area Transport Plan.

This innovative project, funded by Suffolk's Public Sector Leaders, supports the Local Transport Plan and Rural Area Transport Plan key theme of decarbonising the transport sector, and in particular, the focus of using shared micromobility and mobility services. Although car clubs still require the use of a vehicle, car clubs can be seen as a 'middle ground' when it comes to reducing reliance on ICE vehicles and supporting fewer vehicles on the road.

Looking to the future strategy for car clubs in Suffolk; the long-term aim is to expand the number of locations across the county and provide improved rural mobility to more communities.

Should further funding become available, an even more rural trial could be launched. This would involve an application process where rural communities without access to public transport could submit an expression of interest in receiving a car club. For very rural trials to be a success, substantial buy in is needed from the whole community so we would ask applicants to demonstrate a use case for their community and show engagement and enthusiasm from local residents. This approach can empower local communities to take ownership over their car club and encourage usage.

In the meantime, the usage data and number of members registered will continue to be monitored throughout the trial. Site reviews will also take place to provide an indication for next steps and a potential wider roll-out across Suffolk, subject to funding. The promotion of the car clubs will continue, and suitable funding streams will be explored.

Image 8: A photo of the car club vehicles in their allocated spaces in Hadleigh.

3.2.4 On-street charging

As outlined in Section 2.4, there are several challenges that come with on-street charging. Before any installation takes place, there are several factors that need to be considered carefully. One key consideration is ensuring on-street chargepoints will not negatively impact any specific user group. To this end, the Council and its appointed chargepoint operators follow PAS1899 accessibility guidance wherever possible. This guidance sets out the accessibility criteria for both the chargepoints themselves and how they are laid out within the wider streetscape. The latter includes ensuring the placement of a chargepoint or feeder pillar will not obstruct or block movement for other users of the streetscape, including those with disabilities or additional access needs (e.g. people pushing prams or buggies). Furthermore, to facilitate access to the chargepoint for drivers with disabilities, we position chargepoints close to existing dropped kerbs wherever possible, so that users can access the footway from their vehicles to easily interact with the equipment.

Other considerations include local energy supply, parking limitations and restrictions, street furniture (both existing and that which comes with the chargepoint), visual appearance (especially pertinent for conservation areas), cost, and so on.

For the majority of its on-street installations, which fall outside conservation areas, Suffolk County Council has appointed the chargepoint operator 'Believ'. The approach used by Believ is to install fully PAS1899-compliant bollard chargepoints at the kerbside of the footway where sufficient pavement width exists; where the footway is too narrow, a build-out into the carriageway is constructed for the chargepoints, which keeps the footway completely clear of obstruction. For on-street installations in conservation areas, Suffolk County Council has appointed Chargepoint Operator 'Urban Fox' who specialises in "flat and flush" chargepoints, which sit completely flush with the pavement when not in use. In both cases, no "EV only" parking restriction is placed on the parking adjacent to the chargepoints initially; instead, usage is monitored and if feedback from local EV drivers suggests that a Traffic Regulation Order is required, the county council will work with its chargepoint operators to initiate this process, which includes consultation with residents.

Contactless payment is a feature of all Believ's chargepoints that have been and will be installed in Suffolk. For the flat and flush chargepoints inside conservation areas, contactless payment will not be possible but payment by mobile phone is easy; the less obtrusive design of the units was felt to outweigh the benefits of a contactless payment option, illustrating the challenging and sometimes competing factors affecting on-street charging decisions.

Resident engagement is required to support chargepoint installations and ease delivery. Every location considered for a chargepoint arises from a thorough analysis of factors such as on-street parking extent, highway constraints, parking restrictions, grid connection availability, and cost. Following this analysis, when a high-level design is produced by a chargepoint operator, this triggers advance communication to all households within 50m to make them aware of the proposal for their street, why it is necessary, and build timescales. It also clarifies that parking will not be restricted to EVs initially. Design drawings are made available to residents through an interactive map on the Plug in Suffolk website or supplied by post for residents without internet access.

3.2.5 Charging channels

Charging channels work by enabling residents without driveways or garages to charge their EVs from their home energy supply, using a channel/gully in the pavement to run the cable from their house to their vehicle in a channel flush with the footway surface. Being able to charge using their home energy supply is usually a lower cost for residents compared to public charging.

Nationally, charging channels are proving popular with residents due to facilitating cheaper charging; however, drivers must accept that a channel does not confer a right to park directly outside their property. Furthermore, guidance from the Highway Electrical Association suggests that if one home has a charging channel, then the properties either side should not be permitted to have one, due to touch potential and the risk of electric shock. A street with one or more charging channels may also be less attractive to a chargepoint operator for installing a public chargepoint, due to reduced demand and a likely longer return on investment. Therefore, they are not a very equitable solution compared to public chargepoints which neighbours can share.

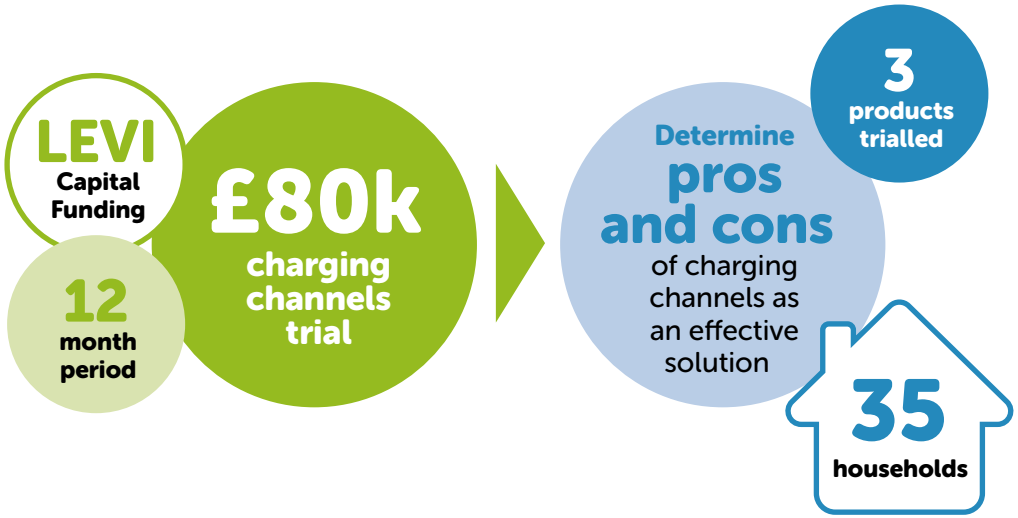


Image 10: A photo of the Charge Gully installation being used to charge a vehicle.

Feedback from the trial was collected from the participants regarding the planning and installation process, as well as the usability and limitations of the channels, to gain an understanding of whether any product should be made available more widely to residents.

In January 2026, Suffolk County Council was awarded £288,000 of additional LEVI funding to increase the roll-out of charging channels. The approach to delivery will need to compliment the strategy for wider on-street chargepoint installations, as well as align with the broader transport strategy for Suffolk.

The Local Transport Plan highlights the focus of first reducing the need to travel for residents, then shifting car-drivers to walking, wheeling, cycling and passenger transport travel solutions. Conversely, charging channels actively encourage a cheaper way to run a private vehicle (albeit electric). Having the convenience of ultra-low-cost charging from home discourages shifting car drivers to other travel alternatives, which does not support the need for modal shift embodied in the Local Transport Plan. Therefore, for

priorities to align across the Transport Strategy and Plug in Suffolk teams, careful consideration should be given when deciding the best approach to the next phase of charging channel installations.

One approach to ensuring an equitable roll-out of further charging channels would be to prioritise who the end user is by looking at the residents' specific circumstances. For example, the channels could be used to support residents for whom modal shift may be very difficult and who require the use of a vehicle to travel, such as Motability customers and/or users with a disabled advisory parking bay. This approach would align better with the Local Transport Plan by supporting an audience who find it difficult to use other means of transport, instead of rolling it out more widely to all car-drivers.

Motability estimate there are just under 800 of their customers in Suffolk who do not have a driveway and who could therefore benefit from a charging channel to be able to charge an EV and travel independently.

Another approach, which could work alongside the above suggestion, is to prioritise the streets where Believ have been unable to install any on-street chargepoints e.g. due to lack of grid capacity or suitable point of connection. This would support residents in those areas with their charging needs.

For any address being considered for a charging channel installation, it will be crucial to cross-reference it against the streets identified for existing and future on-street charging installations, to ensure street furniture is kept to a minimum to maximise pedestrian use.

The charging channel criteria would need to be carefully considered to ensure the best approach is taken. Internal discussions between the Plug in Suffolk, Transport Strategy and Suffolk Highways teams will be required to determine the approach.

3.2.6 Workplace charging

Workplace chargepoints will play a key role in providing charging infrastructure to meet forecast demand, supporting employees to charge their vehicles during work hours.

The Government has grants available to businesses where they can save money on chargepoint costs. The Council will promote and encourage eligible organisations to apply for this grant.

It is important to note that for workplaces located in town centres, if they choose to install chargepoints then there is a risk of them inadvertently incentivising staff to bring their vehicles (albeit electric) into town centres, contributing to further congestion and road safety issues. A preferred approach would be to support staff to take other travel solutions to help reduce the number of vehicles in town centres, such as walking, wheeling, cycling or passenger transport. This presents an opportunity to work with Transport Strategy colleagues to ensure a joined-up approach with workplaces.

3.2.7 Commercial charging

Suffolk County Council was involved in an Innovate UK project focused on sharing private depot chargepoints with electric fleets. The result is the launch of the UK's largest shared depot network, named Paua Share. The project led to the Council sharing its chargers at Endeavour House, Ipswich, with East Suffolk and North Essex NHS Foundation Trust, and Suffolk Fire and Rescue sharing their electric vehicle charging infrastructure with Suffolk Police. The project has proved that sharing depot EV charging with other organisations works. It is hoped the model will be replicated elsewhere to maximise benefits.

Alongside commercial charging, there is potential scope for workplaces to explore and use their car parks outside of office hours to support residential and community charging needs where appropriate.

The Suffolk Guidance for Parking 2023 recommends that all new commercial developments must provide suitable charging systems for a number of the parking spaces, with ducting and infrastructure in place to install additional charging systems when future demand dictates.

The EV charging requirement for new commercial developments varies depending on the usage of the development. It includes 15%-20% of all parking spaces to be fitted with a charging system, with an additional 15% - 20% of parking spaces with the infrastructure in place for future connectivity. The minimum charge specification also varies depending on the establishment but requires 7kw to 100kw subject to individual assessment/ justification.

Approved Document S provides technical guidance regarding installation and chargepoint requirements in Part S to the Building Regulations and applies to new developments and major redevelopments. All car park owners and operators of covered car parks looking to install chargepoints are encouraged to follow the Office for Zero Emission Vehicles covered car parks fire safety guidance for electric vehicles.

Local planning authorities are encouraged to take this guidance into account when determining planning applications.

3.2.8 Monitoring

Suffolk County Council will monitor EV registrations in Suffolk using data from the Department for Transport and Driver and Vehicle Licensing Agency, to ensure the charging network is meeting the demand at the right time and ahead of need. Chargepoint utilisation data will also be monitored to indicate high usage areas where the demand is greater, which can then be considered when identifying locations for future chargepoints. There is also a need to work in partnership with neighbouring councils (both in and outside of Suffolk) and regionally with Transport East to ensure consistency and an evenly distributed network.

The technology involved with EV charging is regularly evolving and developing, therefore it is important to make sure the charging network remains fit for purpose over time. Suffolk County Council will keep up to date with EV market developments and share insights with stakeholders, District and Borough Councils to ensure the charging network remains fit for purpose.

Maintenance of the charging network will be delivered by the chargepoint operators to ensure reliability for users, whilst ensuring the technology and back-office system gets updated with future upgrades. There will be a contact number on all chargepoints, as there is on the existing Plug in Suffolk chargepoints, for users to report issues directly to the chargepoint operator and/or Suffolk County Council. Reliability of the network is key to market adoption; this relies on comprehensive maintenance, with a robust system expected to be in place to resolve any problems promptly. As an example, any associated infrastructure which is part of the LEVI funding project remains the maintenance responsibility of the chargepoint operator for the full 15 years of the contract terms.

4.0
Action plan

This section outlines several actions to show how Suffolk will deliver the charging infrastructure required to enable residents to make the transition to EVs.

Action	Timescale	Team	Funding source	Objective	Indicators
To increase the number of public chargepoints, and install electric vehicle charging infrastructure ahead of need from resident drivers, businesses and visiting drivers. This is underway through Suffolk's LEVI pilot and LEVI capital projects, with over 6,000 public charging sockets to be delivered by 2030.	2025-2030	Plug in Suffolk	LEVI	OBJ1, OBJ2, OBJ5, OBJ8	Total number of public EV chargepoints. EV chargepoints per 100,000 population. Monitor total EV registration uptake to determine need (and whether uptake tracks to roll-out).
Promote low carbon transport and active travel modes as the priority. Create guidelines for the Plug in Suffolk team to support this Transport Strategy aim (e.g. for use at Plug in Suffolk events when talking to public), ensuring both teams are working towards the same goal. Electric vehicle charging infrastructure will compliment low carbon transport solutions where possible and support the wider transport sector in Suffolk. Support Transport Strategy colleagues by advising on and facilitating the installation of electric vehicle charging infrastructure at mobility hubs.	Ongoing Guidelines by summer 2026	Plug in Suffolk Transport Strategy	LEVI	OBJ4, OBJ5, OBJ6	Active travel and public transport uptake data. Guidelines produced and agreed. Regular correspondence with Transport Strategy to ensure the Plug in Suffolk team are up to date on key messages. Number of public electric vehicle charging infrastructure installed at mobility hubs.
Ensure accessible charging infrastructure is prioritised where streetscape allows. Increase the number of build-outs in areas where accessibility potential is limited.	2025-2030	Plug in Suffolk and Chargepoint Operators	LEVI	OBJ1	Total of number of accessible chargepoints compliant with PAS1899. Total number of build-outs.

Action	Timescale	Team	Funding source	Objective	Indicators
Monitor and review the car club trial with the view to expanding with more locations, particularly in more rural areas.	Autumn 2026 - 2028	Plug in Suffolk	Explore funding sources	OBJ8	Number of car club locations and vehicles. Monitor the number of miles driven to determine success. Car club member surveys to see how many avoided purchasing a vehicle themselves.
Support the strategic rollout of charging channels across Suffolk, ensuring careful consideration for who the end user is. Work with Suffolk Highways to develop a strategic approach to dealing with charging channel applications from the public at large, that takes into account the LEVI roll-out of on-street public chargepoints.	Summer 2026 – Summer 2028	Plug in Suffolk Suffolk Highways	Specific charging channel funding from LEVI Applicant-funded	OBJ1, OBJ2	Total number of charging channels installed. Number of Motability customers / advisory disabled parking bay users supported with a charging channel. Number of charging channels installed on streets not due to receive a public chargepoint.
Explore project ideas to support the taxi sector in transitioning to EVs. Pursue any suitable projects, subject to funding and resources.	Summer 2026-2028	Plug in Suffolk, Borough and Districts Licensing teams	Explore funding options, possible Suffolk Public Sectors Leaders.	OBJ6	Number of taxi-related EV project(s) in delivery. Monitor the number of taxis that are electric in Suffolk.

Action	Timescale	Team	Funding source	Objective	Indicators
Access available Government funding and work with public and private sectors to deploy a blend of chargepoint types and speeds, ensuring equal distribution across rural and urban and avoiding incentivisation of undesirable car use (e.g. town centres).	Ongoing	Plug in Suffolk	LEVI, LEVI Pilot	OBJ1, OBJ2, OBJ3, OBJ5, OBJ7, OBJ8	Amount of funding secured for electric vehicle charging infrastructure roll-out. Number of different chargepoint types and speeds installed.
Lead the way in transitioning the remaining Suffolk County Council fleet from ICE vehicles to EV.	2025	Environment Strategy	Internally funded	OBJ6	To have a fully electric vehicle fleet. Complete.
Ensure drivers without off-street parking at their homes have access to a range of convenient, accessible and reliable public chargepoints.	Ongoing	All Suffolk Councils	LEVI, externally funded chargepoints by Borough and District Councils.	OBJ1, OBJ2, OBJ3, OBJ4, OBJ5, OBJ8	Utilisation rate of public chargepoints in areas where off-street parking is limited. Number of on-street public chargepoints and charging channels installed.
Support the Borough and District Councils to increase the optimal kind of charging infrastructure within existing town and village centre car parks.	Ongoing	Plug in Suffolk	Funding sourced by the Borough and Districts.	OBJ1, OBJ2, OBJ5	Percentage of public chargepoints installed in town and village centres owned by local authorities. Monitoring of traffic visits to town and village centres.

Action	Timescale	Team	Funding source	Objective	Indicators
Support and promote improvements to the user experience of public charging in Suffolk. Develop a successor to the "EVEX" events previously held annually in Ipswich to promote EVs and allow the public to try EVs. Expand it to encompass the promotion of active travel and micromobility too.	Ongoing 2026	Plug in Suffolk Chargepoint Operators	LEVI	OBJ3, OBJ4, OBJ5, OBJ6	Number of public engagements, events, campaigns, social media and online presence. Percentage of public chargepoints that offer a contactless payment system. Feedback from residents via the website, social media, email enquiries, events and partners including Chargepoint Operators.
Seek opportunities to future proof the charging network and ensure environmental responsibility remains a priority.	Ongoing	Plug in Suffolk	LEVI	OBJ7, OBJ8	Percentage of electricity supplying public chargepoints generated by renewable energy.

5.0 Conclusion

Suffolk is looking to reduce transport demand and encourage a societal shift to less carbon intensive modes, such as walking, wheeling, cycling, and passenger transport. For the remaining vehicles required on the roads, the focus is on shifting to zero carbon at the tail-pipe transport solutions, such as EVs.

The availability of charging infrastructure will need to increase across Suffolk to support the transition from ICE vehicles to the expected 120,000 EVs on our roads by 2030.

The EV Strategy will be reviewed on a two-year basis to ensure the size and scale of chargepoint installation takes place ahead of the forecasted need from drivers, commercial trends and in line with the national policy. The regular reviews will also ensure it aligns with the longer-term goals of the Local Transport Plan for Suffolk, as well as reflecting any changes with the Local Government Reorganisation. It will be refreshed as appropriate.

6.0 Appendix

WSP Report

EV:Ready methodology

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