



Electric Vehicle Charging Facilities





Introduction

Vision

We want Bracknell Forest to have a clean, fair and reliable transport system, with EV charging that works for everyone.

The UK Government plans to stop selling new petrol and diesel cars and vans by 2035. Bracknell Forest Council supports this change to help tackle climate change and improve air quality.

To make this work, people need easy access to EV charging. We are taking a clear and practical approach, making sure charging fits in with our wider transport plans and supports our communities.

We have been looking at EV charging since installing our first public chargepoint in 2015. Over time, technology and policies have changed, and so has our role. We now recognise that we need to help make charging available across the Borough, including for people without driveways, by supporting on-street charging where it makes sense.

This document explains how we will support EV charging in a way that is joined-up, practical and ready for the future.

Our role

Our role is to help ensure EV charging options are as widely available as possible, working with partners and making sure it meets local needs.

We are not an energy company and we won't usually install or run chargepoints ourselves. But we do have an important role in making sure the right infrastructure is put in the right places.

We will:

- **Plan ahead**, so charging fits into the wider transport system
- **Work with partners**, like chargepoint operators, developers and property / land owners
- **Use government funding**, such as LEVI, to help deliver infrastructure
- **Support fair access**, including on-street charging for people without parking at home
- **Provide charging in key places**, like car parks and local centres
- **Encourage good quality and reliable charging**

We will take a joined-up and practical approach to make sure EV charging **is easy to use, as widely available as possible and able to grow over time.**



The future

We do not know exactly where people will charge their electric vehicles in the future. However, we do know that demand will grow quickly as we move towards 2035.

Many people who have parking at home are likely to install their own chargepoints. New building rules already require EV charging in new developments. For others, the way they charge will depend on things like cost, convenience and availability.

Technology is also improving. New cars can travel further, and charging is getting faster. This means charging at a public hub or forecourt may become as quick and easy as filling up with petrol.

We recognise that **on-street charging is now an important part of the overall solution**, especially for people without off-street parking. In the past, we have been cautious about on-street provision due to cost and the practical challenges it can create. However, national policy and funding mean it now has a clear role to play in supporting the transition to EVs.

We will take a **practical and balanced approach**, working with chargepoint providers to deliver solutions that are suitable for different types of streets, including those where parking is already in high demand. We will also consider cross-pavement solutions where practical and appropriate.

Overall, the market will play a big role in deciding where chargepoints are installed. Private investment will continue to grow, helping to expand the network alongside projects supported by the Council.

In summary

The Council has an important role to play, but our focus is on **supporting practical and affordable solutions that benefit the public**.

We will act as a **facilitator and coordinator**, helping to bring in private investment and guide where infrastructure is delivered. We will also share clear information with residents, businesses and employers about EV charging and funding opportunities.

We will look for opportunities to install chargepoints at Council-owned sites where this is good value for money and helps improve access for everyone.

We will also work closely with the private sector to:

- Expand the charging network across the Borough
- Deliver rapid and ultra-rapid charging where there is demand
- Identify new sites with landowners and partners for all types of charging

Our aim is to support a **joined-up, fair and growing charging network** that works for the whole community.



Projections

The Government's National EV Insights and Strategy (NEVIS) tool provides forecasts of EV uptake at both national and local levels. It uses a range of scenarios (low, medium and high) to estimate how vehicle numbers and charging needs may change over time.

We have used a medium uptake scenario, based on the planned phase-out of new petrol and diesel vehicles. This gives a reasonable picture of expected demand in Bracknell Forest.

The forecasts include both cars and light commercial vehicles (such as vans). While many vans may continue to use diesel in the short term, a growing number are expected to switch to electric, especially as more businesses move to low-emission fleets.

Based on this scenario, there could be around 18,000 battery electric vehicles in Bracknell Forest by 2030. This represents a major shift from current levels and will significantly increase demand for charging infrastructure.

Table 1: Cars and LGVs in Bracknell Forest – NEVIS projection

	2020	2030
Battery Electric	568	18,114
Other EV	470	2,795
Petrol	48,923	37,434
Diesel	26,552	21,842
Other ICE	2,636	2,037



Graph 1: Fuel type of cars and light goods vehicles in Bracknell Forest, 2020 – 2050

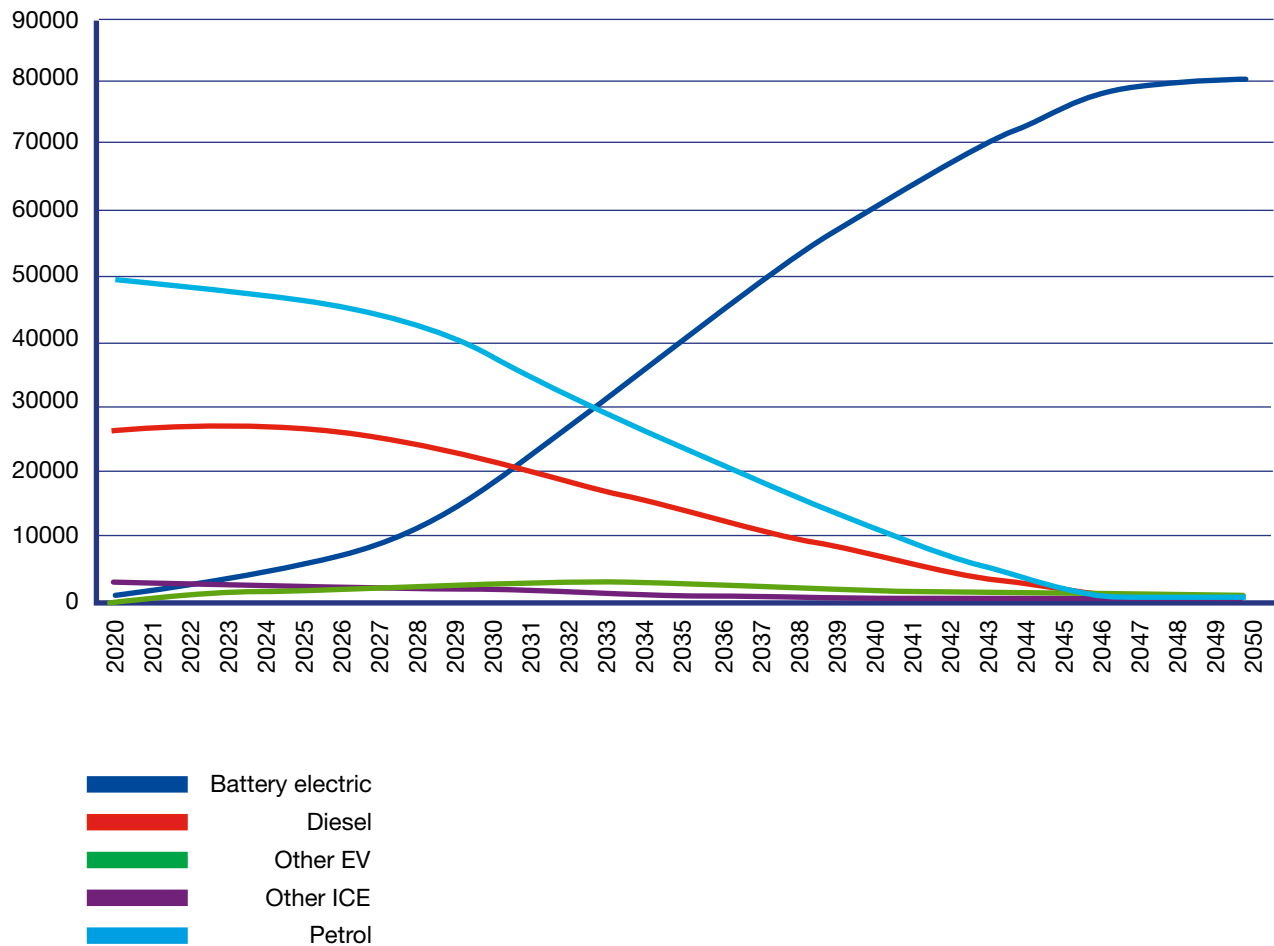


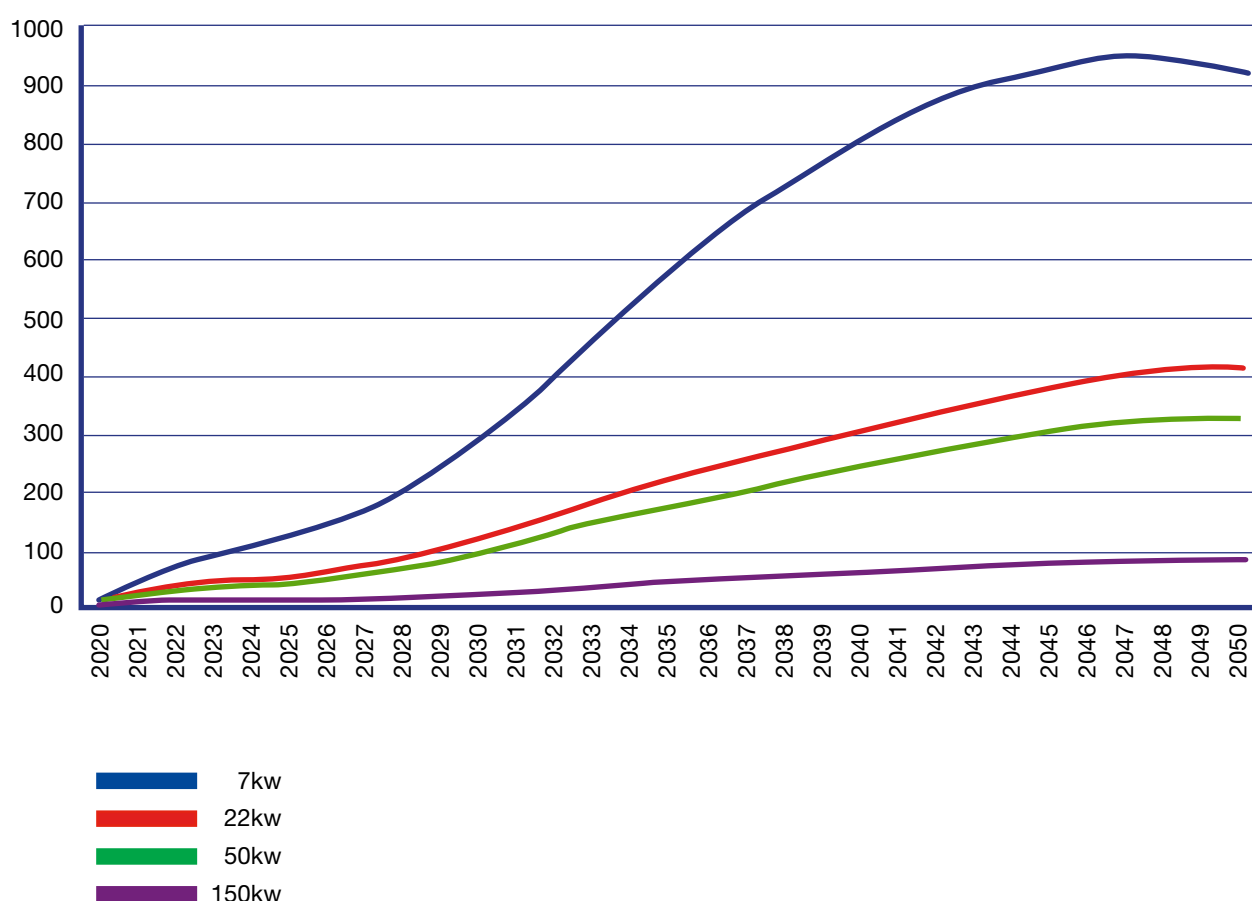


Table 2: Projected total number of chargepoint sockets required

Charging speed	Number required in 2030
Standard (3 – 7kw)	291
Standard Plus (7 – 22kw)	116
Rapid (50 – 100kw)	92
Ultra-Rapid (150kw+)	24

These figures show the importance of providing a balanced network, with a mix of slower residential charging and faster charging at hubs and key locations.

Graph 2: Projected number of chargepoint sockets required, 2020 – 2050





These projections provide a useful guide, but they are based on broad assumptions and cannot fully reflect local conditions.

In practice, demand and delivery will depend on factors such as:

- The layout of local streets and availability of parking
- Access to the electricity network
- The role of private sector investment
- Changes in technology and charging behaviour
- Government Policy – potential for further changes

The figures also include chargepoints delivered by the private sector, such as those at supermarkets, retail sites and workplaces, which are expected to grow significantly.

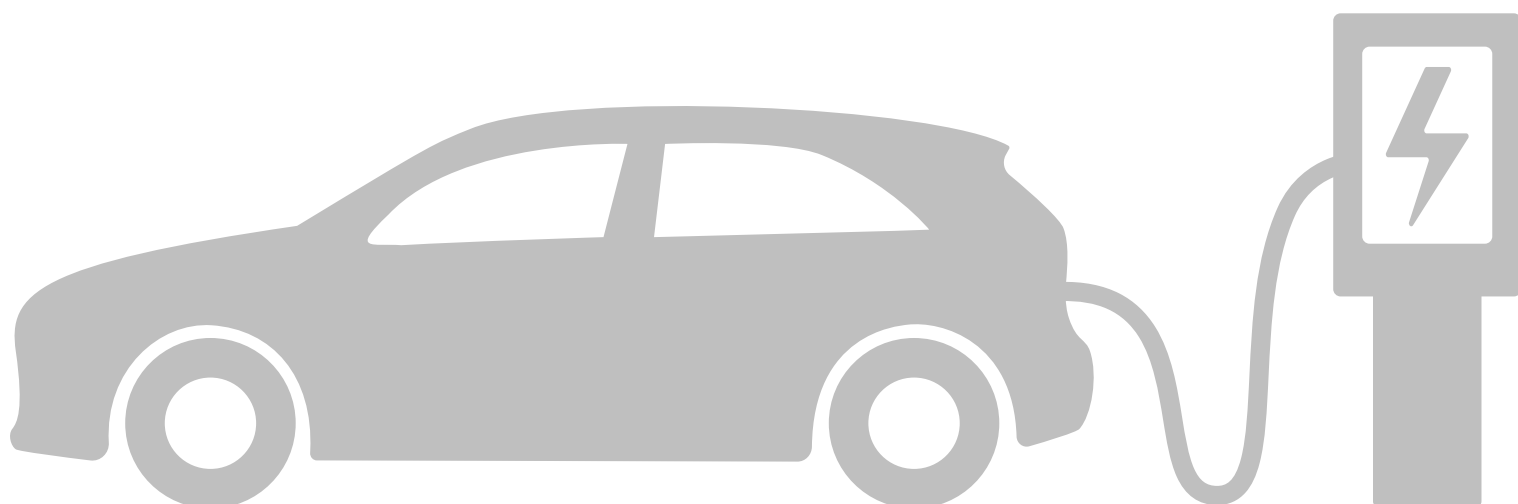
The Council is working with government, network operators and chargepoint providers to plan a mixed and flexible approach to EV charging.

This will include:

- On-street charging for residential areas
- Cross-pavement solutions
- Local charging hubs
- Rapid charging at strategic locations
- Private sector-led provision at commercial sites

Delivery will take place in phases, using a mix of government funding (such as LEVI) and private investment.

Our aim is to provide **fair, accessible and future-ready charging across the Borough**, adapting over time as demand and technology continue to change.





The Overall Charging Solution

There are many stakeholders that will contribute towards the conversion to EV and the pursuance of overall carbon net zero by 2050, as can be seen in the diagram below:





Electric vehicles and charging: background and basics

Electric vehicles (EVs) are also known as battery electric vehicles (BEVs) or “pure electric” vehicles. This helps distinguish them from hybrid vehicles, which still use petrol or diesel.

The EV market has grown quickly in recent years. There is now a wide range of vehicles available, with much longer driving ranges than earlier models. Most modern EVs can comfortably meet everyday travel needs, and longer-range models continue to emerge.

The range of an EV depends on several factors, including the type of vehicle, battery condition, driving style and weather.

EVs are often more expensive to buy than petrol or diesel cars, mainly due to battery costs. However, they are usually cheaper to run and maintain, as they have fewer moving parts. As the market grows and technology improves, costs are expected to continue falling.

Chargepoints and costs

There are four main types of EV chargepoint:

Standard
(3–7kW)

**Standard
Plus**
(7–22kW)

Rapid
(up to 50kW)

Ultra-rapid
(100kW+)

These types reflect how much power they provide and how quickly they can charge a vehicle.

- **Slow and fast chargers** are best suited to places where vehicles are parked for longer periods, such as homes, workplaces and car parks
- **Rapid and ultra-rapid chargers** are used where people need a quicker charge, such as main roads, charging hubs and fuel stations

Charging times vary, but in general:

- Slow: several hours (often overnight)
- Fast: a few hours
- Rapid: around 20 minutes to 1 hour
- Ultra-rapid: as little as 10 to 30 minutes

Installation costs can vary widely depending on the type of charger, the site and the strength of the local electricity network. Faster chargers are more expensive and are usually installed where there is higher demand and suitable grid capacity.



Our approach

We expect a mix of different **charger types** to meet the needs of residents, businesses and visitors.

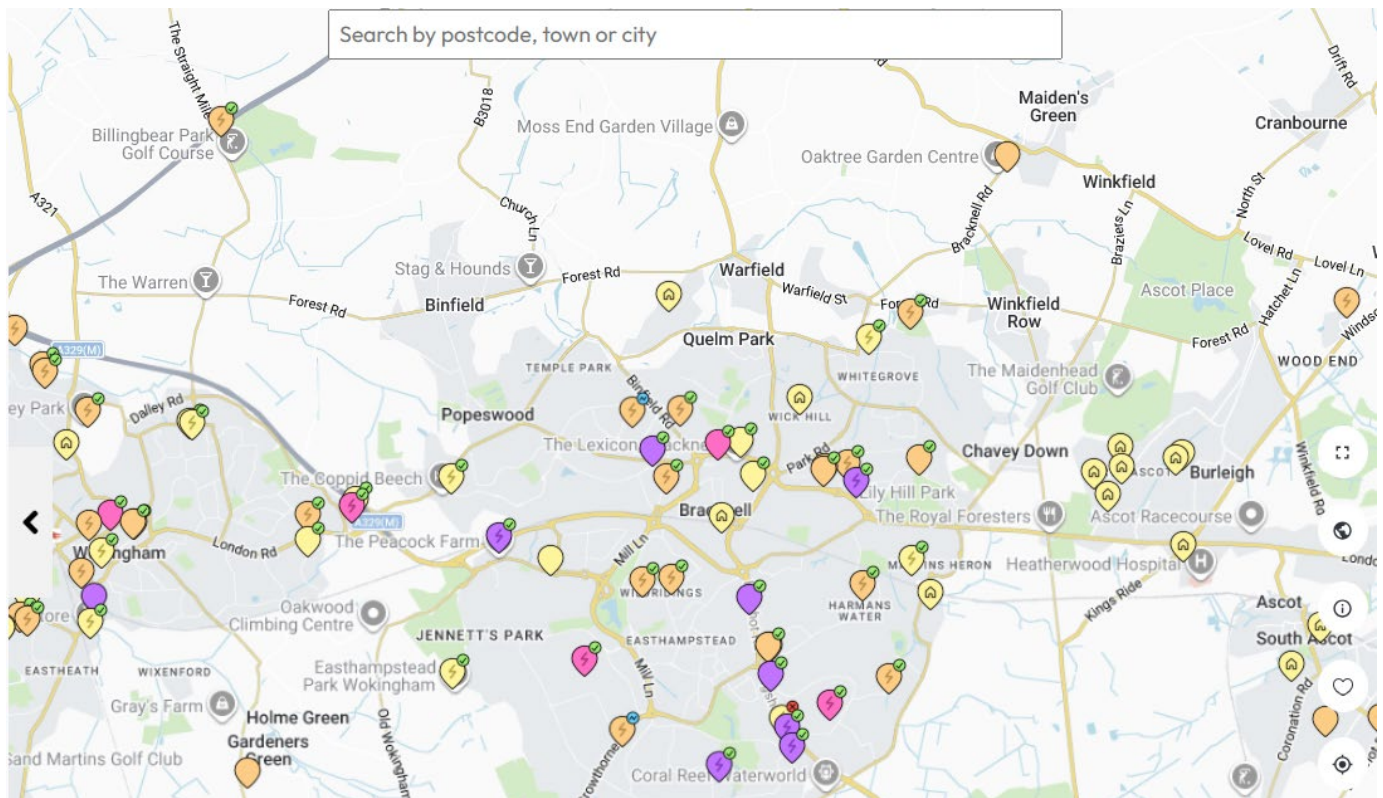
- **Slower chargers** are well suited to residential areas, workplaces and longer stays
- **Faster chargers** are better for short visits, longer trips and key routes

Public charging will be especially important for people without access to home charging.

As technology improves, charging will become quicker and more convenient.

Car Park chargepoints

The number of chargepoints within publicly accessible car parks is constantly growing and a popular resource to find them is Zap Map.



There are fast chargers in all of the main multi-storey car parks in Bracknell town centre, and most supermarkets are installing units on their premises.

EV charging bays within Council public car parks may be supplemented by further chargers using parish-owned sites, whilst we will also continue to encourage (and where necessary assist) private car park owners to do the same.



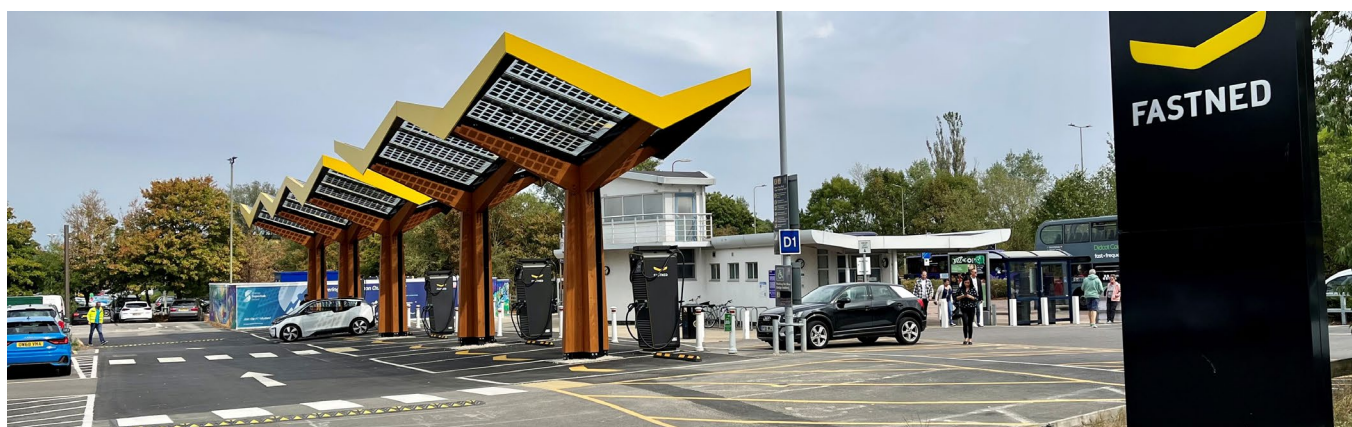
Charging hubs and station forecourts

We expect to see a steady increase in rapid and ultra-rapid EV charging at existing fuel stations. As more vehicles become electric, many traditional fuel companies are changing their business models and becoming wider energy providers. This is already happening, with major operators investing heavily in EV charging.

Fuel stations are well suited to rapid charging. The process is familiar to drivers, and many sites already offer shops, food and other services where people can spend time while their vehicle charges.

Other businesses are also playing a growing role. Supermarkets, coffee shops and fast-food outlets are installing rapid chargers, giving people the option to charge while they shop, eat or take a short break. For many journeys, this can fit easily into everyday routines.

New operators are also entering the market with dedicated EV charging sites. These “electric forecourts” are designed specifically for EVs and provide high-speed charging alongside modern facilities.



In addition to individual sites, we expect to see more charging hubs. These are groups of rapid or ultra-rapid chargepoints in one location, often near main roads or busy destinations. They allow several vehicles to charge at the same time and help meet growing demand.

On major roads and motorways, fast and reliable charging is especially important for longer journeys. Service areas have already begun to expand their rapid charging offer, and this is likely to continue as demand increases.

Alongside this growth in the private sector, the Council will support charging in local car parks and community locations, where people are likely to stay for longer periods. This helps create a balanced network that meets different needs across the Borough.



Workplace chargepoints

The Department for Transport has funding available for employers to install up to 40 fast (7kw – 22kw) chargepoints, where it will contribute 75% of purchase and installation costs, up to £350 per socket. Find out more [here](#).

Workplaces are good places for EV charging, as cars are often parked there for long periods during the day or overnight. As more company cars become electric, and more people drive EVs to work, demand for workplace charging will continue to grow.

Employers should think about how many chargepoints they need now and in the future. This includes both company vehicles and staff cars. Not everyone will need to charge at work, especially if they can charge at home.

In many cases, **slower chargepoints (around 7kW)** are the most practical and cost-effective option. These can easily charge a vehicle over a working day or overnight.

Workplace Chargepoint Grant

The government offers funding to help employers install chargepoints through the **Workplace Charging Scheme**, which reduces the cost of installation.





Destination charging

Destination charging allows people to charge their vehicle while they are doing something else, such as shopping, eating or visiting a leisure facility. These chargepoints are becoming more common in places like supermarkets, restaurants, hotels and local attractions.

The type of charger depends on how long people stay:

- **Rapid chargers** suit shorter visits, such as supermarkets or quick stops
- **Fast chargers** are suitable for longer stays, such as hotels or leisure trips

Most destination charging will be provided by the private sector. The Council's role is to support and encourage delivery where it makes sense.

We will do this by:

- Encouraging EV charging in new commercial developments and major refurbishments
- Working with businesses and partners to expand provision
- Exploring opportunities at Council-owned sites and community facilities

Our aim is to support a network of convenient charging options that fit easily into people's everyday journeys.





Residential charging

Home chargepoints

Charging at home is often the easiest and most convenient option. A chargepoint on a driveway or in a garage allows people to charge their vehicle overnight.

For most households in England, installing a domestic EV chargepoint on a private driveway does **not require planning permission**, as it is typically covered by permitted development rights. These rights were expanded in May 2025 to remove previous restrictions and simplify installation, meaning homeowners with off street parking can usually install a standard wall mounted or pedestal charger within their property boundary without submitting a planning application.

However, this only applies where certain conditions are met. Installations must be modest in scale, located within the curtilage of the property, and intended for domestic use. Planning permission may still be required in specific cases, such as for listed buildings, properties in conservation areas, flats or shared parking arrangements, or where the installation could have a significant visual or environmental impact. As such, while planning is not a barrier for most driveway installations, local constraints and site-specific factors should always be considered.

Shared parking areas

For properties where parking is located to the rear, in courtyards, or within parking courts, the ability to install a domestic EV chargepoint depends more heavily on ownership, layout, and infrastructure. Where a parking space is private and lies within the curtilage of the dwelling, installations can generally proceed under permitted development without planning permission, similar to a front driveway. However, in shared or communal parking areas, such as parking courts, additional consents are typically required from landowners, freeholders, or management companies, and planning permission may be necessary depending on the nature of the works.

There are also practical and financial considerations that can present barriers. Where the parking space is not directly adjacent to the dwelling, connecting the chargepoint to the property's electricity supply can be complex and costly, potentially requiring trenching, ducting, or cabling across third party land. This may involve securing legal agreements (e.g. wayleaves or easements), obtaining permissions from other users of the parking area, and undertaking significant civil works, all of which can increase costs and delay delivery. As a result, while planning constraints may be limited in some cases, physical, legal, and ownership factors can represent a more significant barrier to installation in rear or communal parking environments.

Not everyone has access to off-street parking. Many residents will need to rely on public charging, so it is important that these options are **safe, easy to use and fairly priced**.



On-street charging

Some areas of Bracknell Forest, particularly older housing developments, do not have driveways. In these locations, residents rely on on-street or communal parking, making access to home charging more challenging.

The Council has previously been cautious about on-street charging due to cost, practicality and potential impacts on the public realm. However, we recognise that it is an important part of enabling the transition to electric vehicles, particularly for residents without off-street parking.

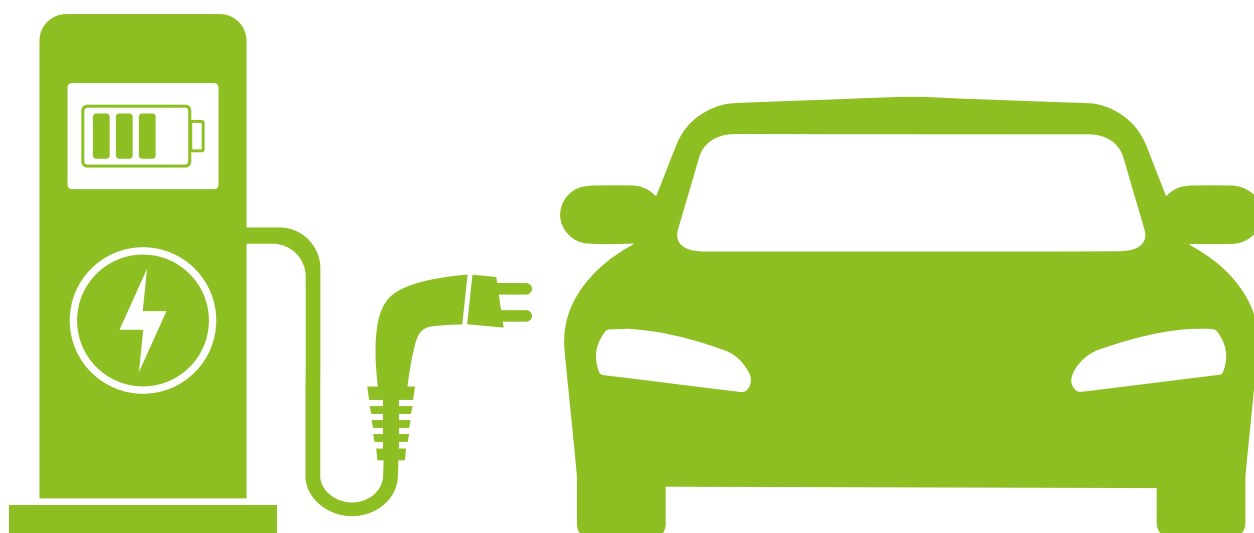
We will take a practical and balanced approach, working with chargepoint providers, residents, local councillors and housing partners to deliver solutions that are safe, accessible and appropriate for different street layouts. Advances in technology mean there are now a range of options available, including bollard-style chargepoints and other purpose-designed solutions for residential streets.

We are working with delivery partners to roll out on-street charging infrastructure across suitable residential areas. Where appropriate, this may include:

- Chargepoints within existing or new parking bays
- Chargepoints positioned on verges or at the edge of footways
- Bollard-style chargepoints, typically providing 3-7kW charging
- Infrastructure that minimises disruption to pedestrians and the wider streetscape

We will also continue to explore opportunities to increase parking provision in areas of highest demand, where space allows and where delivery can be supported through partnerships, including with organisations such as Abri. However, we recognise that it will not be possible to provide sufficient parking for every vehicle in all locations.

While the Council does not actively promote on-street parking, we acknowledge that it remains the only practical option for many residents. In suitable locations, particularly where wider verges exist, there may be opportunities to provide both parking and charging infrastructure, subject to the necessary approval





Domestic on-street charging (cables)

Charging a vehicle at home without off-street parking requires running a cable from the property to the car. This may mean the cable crosses a footway (pavement), which forms part of the public highway.

The Council has a legal duty to keep footways safe and clear of obstructions, including anything that could cause trips or accidents.

While cables across footways are not a new issue, they can present risks if left unattended. For example, street traders are allowed to use cables, but only under strict conditions. These include using proper cable covers and ensuring the cable is supervised at all times. This is different from most domestic charging, which often takes place overnight and without supervision.

The Council may allow cables to be used in limited situations, such as where:

- The distance between the property and vehicle is short
- The vehicle can be parked directly outside the property
- A suitable, high-quality cable cover is used

In these cases, **the responsibility sits with the resident**, who would be liable for any incidents or damage. The Council may also require the cable to be removed if it is considered unsafe or causes an obstruction.

A more formal and safer option is the use of charging gullies, which allow cables to be routed safely beneath the footway surface.

Residents should also be aware that installing a chargepoint to serve on-street parking (without a formal solution such as a gully) may require planning permission.



Cable gullies

Cable gullies are a newer solution to the problem of trailing charging cables across footways. They are built into the pavement and allow a cable to sit neatly below the surface, reducing the risk of trips or obstruction.

A range of products is now available, using materials such as rubber, plastic or metal. These are designed to be easy to use and sit flush with the footway.

Cable gullies may work best in locations where homes front directly onto the street and vehicles can park close to the property, such as traditional terraced housing.

Bracknell Forest Council is now accepting applications for cable gullies in footways, subject to the following conditions:

- You own or rent your home (and have your landlord's permission)
- You can usually park outside your property
- Your cable will only cross your own land and the pavement
- There are no double yellow lines, bus stops, or school entrances nearby
- You understand this does not guarantee you a parking space
- You have installed, or plan to install, a home chargepoint (evidence will be required)
- You accept liability for any accident caused by your charging cable. You must have appropriate vehicle insurance that includes "cable trip cover" and provide proof after installation
- You understand that electrical safety is essential. Your chargepoint must be professionally installed by a qualified electrician, and you must provide an Electrical Installation Certificate (EIC).
 - Equipment must be checked at least every 5 years to ensure it remains safe
- You are responsible for maintaining the cable gully once installed. This may be covered by an agreement with the installer or supplier



Additional considerations

- The gully must be installed to an agreed specification so that it is **flush with the footway** and does not create a trip hazard
- Installation must not damage existing utilities or affect drainage
- Works may require approval under highways or street works legislation
- The location must not create barriers for **people with disabilities**, including wheelchair users, pushchairs or those with visual impairments
- The cable must be removed and stored safely when not in use
- If the gully falls into disrepair or becomes unsafe, the Council may require it to be repaired or removed
- The approval applies only to the current resident. If the property is sold or tenancy changes, a new application may be required
- The Council reserves the right to refuse or withdraw permission where a location is not suitable or where safety concerns arise



An example of a cross-pavement charging channel installation

Find out more on our Charging gully web page: <https://www.bracknell-forest.gov.uk/roads-parking-and-transport/travel-and-public-transport/electric-vehicles/cross-pavement-charging-gullies>



New developments

Parking for new developments is set out in the Council's Parking Standards Supplementary Planning Document (SPD). This aims to provide enough parking while balancing other planning needs.

The SPD still applies, but national **Building Regulations (Part S)** now set stronger requirements for EV charging in new developments. The SPD is being updated to reflect this.

What Part S requires

Part S means that most new developments must include EV charging or the infrastructure needed for it. This includes:

- **New homes** – each home with a parking space should have its own chargepoint
- **Homes created through conversion** (for example, converting a building into flats)
- **Large residential developments or major works** (10 or more homes)
- **New non-residential buildings** (such as offices, retail or industrial)
- **Mixed-use developments**

For non-residential buildings, the rules are slightly different. They usually require:

- At least one **chargepoint**, plus
- **Cable routes (ducting)** for additional spaces, so more chargepoints can be added easily later

Key technical standards

Chargepoints installed under Part S must:

- Provide a **minimum output of 7kW**
- Be untethered (**universal socket**) so they can be used by different vehicles
- Be designed and installed safely in line with electrical standards

Part S also expects developments to be future-ready, meaning they should allow for more chargepoints to be added without major disruption.

Cost cap

For new homes, there is a limit on how much developers are expected to spend on grid upgrades. If the cost of connecting chargepoints to the electricity network is too high (above £3,600 per space), fewer chargepoints may be required.

This cost only relates to upgrading the electricity supply, not the cost of the charger itself or building works.



Practical considerations for public chargepoints

Market forces

The cost of installing EV chargepoints varies significantly, particularly for rapid and ultra-rapid units, which require high-capacity electrical connections. Because of this, many chargepoints supported by Councils are likely to be **lower powered (3–7kW)**, especially in residential or long-stay locations.

Higher-powered chargepoints are more likely to be delivered by the private sector, where there is a clear business case. This is often based on factors such as:

- Proximity to main roads or high traffic flows
- Nearby shops, services or workplaces
- Population density and expected usage

As a result, the market will play a major role in shaping where faster charging is delivered.

EV technology is also changing quickly. To manage the risk of outdated infrastructure, the Council will seek **flexible arrangements with providers**, allowing for upgrades, replacement or relocation where needed.

Payment methods and understanding operator networks

The EV charging market includes many different providers, each with their own pricing, apps and systems. This can be confusing for users.

To improve the customer experience, it is important that chargepoints offer **simple and flexible payment options**, including contactless bank card payment. This is now standard on most new public chargepoints.

Where possible, we will support a more **open and consistent network**, reducing the need for multiple apps and making charging easier for all users.

Bay-marking and enforcement

In areas where parking is limited, EV chargepoints may need to be paired with **dedicated parking bays** to ensure they are available for charging.

However, this can reduce general parking space and may not always be appropriate. A balanced approach is needed.

Dedicated bays usually require a **Traffic Regulation Order (TRO)**, along with ongoing enforcement. This can be resource-intensive and must be carefully considered alongside other local priorities.



Maintenance, public safety and vandalism

Public chargepoints must be safe, well maintained and reliable. While the Council will oversee delivery, ongoing maintenance is usually best managed by specialist providers through **long-term service agreements**.

Vandalism and damage are also risks, and these need to be considered when selecting sites and equipment. Reliable maintenance and quick repairs are essential to maintaining public confidence in the network.

Public funds and the Council's role

To ensure value for money, the Council will avoid competing directly with private sector providers. Instead, our role is to **enable and guide investment** to deliver a balanced charging network.

Government funding, including the **LEVI fund**, will be used to support locations that are less commercially viable, particularly residential areas without off-street parking. This will complement private sector investment in higher-demand locations.

Our role is to coordinate delivery, bring partners together and ensure infrastructure meets local needs.

Accessible Electric Charging (PAS 1899)

Public EV charging must be accessible to all users. The number of disabled EV drivers is expected to grow, and charging infrastructure must reflect this.

We will take account of the **PAS 1899 accessibility standard**, which sets out best practice for inclusive charging design.

This includes considering:

- Step-free access and suitable bay layouts
- Charger height and ease of use
- Cable weight and reach
- Space for wheelchair users and mobility aids

Accessible design will be built into future charging projects wherever possible.

Additional practical considerations

- Grid capacity: Local electricity networks may limit where higher-powered chargers can be installed
- Future demand: Sites should be designed so more chargepoints can be added later
- Data and reliability: Providers should share usage data and maintain high uptime to support planning and public confidence
- Location and visibility: Well-lit, easy-to-find sites improve safety and usability



Action Plan

Actions to date

All of Bracknell's town centre multi-storey car parks have 7kw chargepoints installed for public use. These supplement an increasing number of chargers at shops, supermarkets and workplaces across the Borough.

In a bid to provide more accessible chargepoints for residents, the Council secured funding through the Government's On Street Residential Chargepoint Scheme (ORCS) for 34 chargepoints which were installed in 2022 across 12 Community car park sites in Bracknell. These are all 22kw fast chargers, and are located at:

- Bay Road – 2 chargepoints
- Birch Hill (Leppington car park) – 6 chargepoints
- Crown Wood – 4 chargepoints
- Forest Park – 2 chargepoints
- Great Hollands (Wordsworth car park) – 6 chargepoints
- Hanworth (Bywood car park) – 2 chargepoints
- Harmans Water – 2 chargepoints
- Lily Hill Park – 2 chargepoints
- Priestwood (Community Centre) – 2 chargepoints
- The Broadway – 2 chargepoints
- Wildridings (Crossfell) – 2 chargepoints
- Yeovil Road – 2 chargepoints

In 2024/25 we added rapid chargepoints at Great Hollands (Wordsworth) and Birch Hill (Leppington) community car parks to create mini 'hubs' with a variety of charging options.



A Government funded chargepoint at Hanworth (Bywood) car park



Delivery Plan (2026 – 2030)

On-street residential rollout

- Deliver **400+ chargepoints** via LEVI-funded partnership
- Focus on:
 - Streets without off-street parking
 - Locations already identified (~140 streets if you include that note)
- Infrastructure type:
 - Bollard chargers (3–7kW)
- Delivery model:
 - Concession with private operator

Local hubs

- Provide shared neighbourhood charging clusters (4–8 units)
- Priority locations:
 - Community car parks
 - Residential areas with limited on-street capacity
- Mix of 7–50kW depending on demand

Rapid hubs

- Support private sector-led rapid charging at:
 - Key routes
 - Town centre / strategic sites
- Council role:
 - Site identification
 - Facilitating planning and connections

Car parks

- Expand provision in:
 - Town centre MSCPs (higher power where viable)
 - Community car parks (overnight + some rapid)
- Work with partners / parishes to increase provision

Continuous market-led growth

- Support commercial roll-out at retail, workplaces, forecourts
- Avoid duplication of private investment



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