# ELECTRIFY LONDON

## London Local Elections 2026 Manifesto

CleanCities

**Electrifying London's road transport is essential to building a more liveable city for Londoners, with cheaper to run, healthier and climate-friendly electric vehicles. It is also crucial to address the twin crises of climate change and air pollution. From e-cargo bikes to electric trucks and everything in between, an electrified London can also spark new growth opportunities.**

Road transport is responsible for:

**28%** of London's carbon dioxide emissions

**42%** of London's NOx emissions

**34%** of London's PM2.5 emissions[1]

On 7 May 2026, more than 1800 London borough councillors will be elected with responsibility for 95 per cent of London's roads and kerbside. They will hold power and influence to *Electrify London* - helping every Londoner, business and community to embrace cleaner, greener electric vehicles.

Public polling has shown that two-thirds of Londoners think small businesses need more support to go electric, and a similar number think that their local council should be doing more to support clean deliveries.[2]

London's net zero pathway requires nearly half of all car kilometres and a third of van kilometres to be electric by the end of this decade. Without strong local authority leadership and action in the next electoral term, these targets will not be achieved.

Not every step in this transition to electric transport is in the gift of local authorities, but there is a lot that can be achieved with their powers, policies, and resources.

This manifesto sets out three key policy areas where we believe boroughs can make significant progress towards Electrifying London by:

1. **Planning and enabling an affordable charge point network that is reliable, works for all, and gives us the power we need, now and in the future.**
2. **Supporting local businesses to rapidly adopt electric vans and e-cargo bikes.**
3. **Helping residents to access electric cars affordably and conveniently, with a step change in the rollout of electric car clubs.**



[1]London Atmospheric Emissions Inventory (2022)

[2]Clean Cities' polling fieldwork undertaken between 31 May and 4 June 2024 of 4,000 UK adults by Yonder

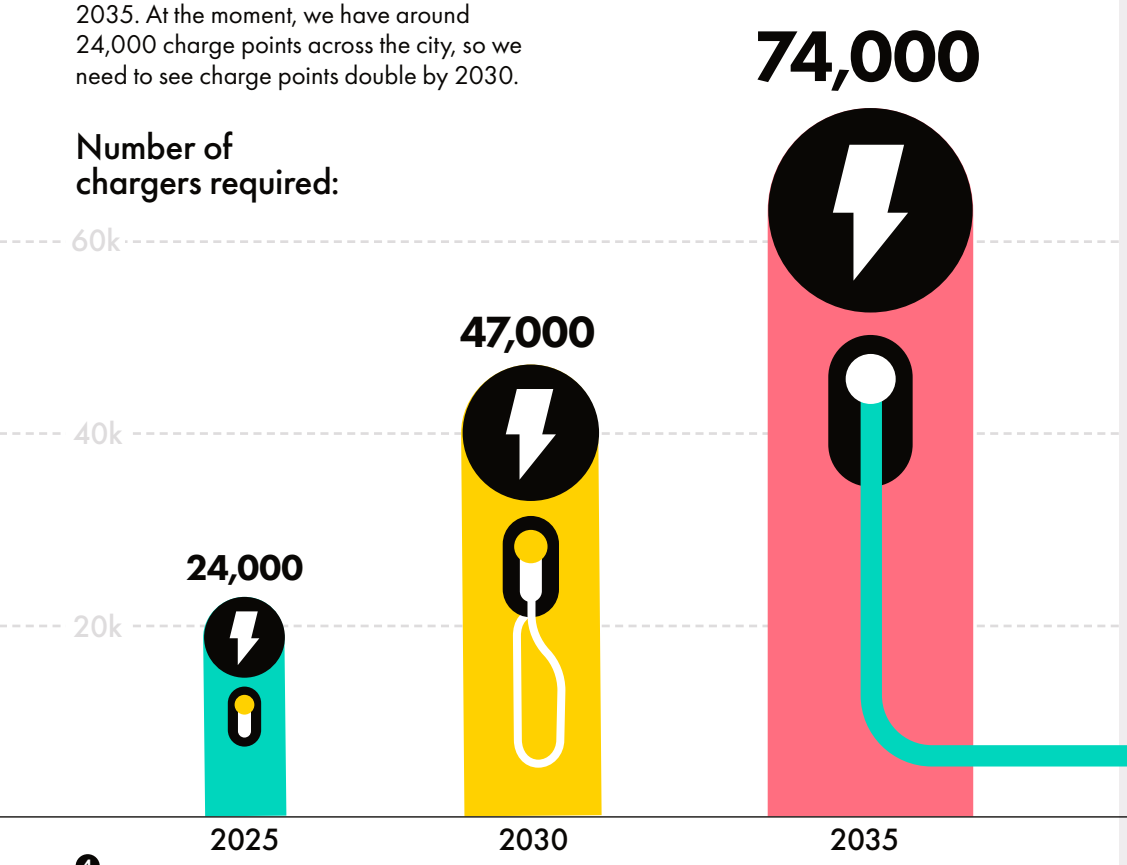
# Building the charging infrastructure for electrified road transport

London has made some positive strides in delivering charge points, but we need to make sure the charging network continues to expand to meet London's needs, and that it is reliable, affordable, and future-proof. It also needs to work for all, including small businesses, car clubs, PHVs, and taxis.

Transport for London's Electric Vehicle Infrastructure Strategy shows that London needs between 43,000 and 51,000 public charge points by 2030, and between 69,000 and 79,000 public charge points by 2035. At the moment, we have around 24,000 charge points across the city, so we need to see charge points double by 2030.

Charge point delivery has varied across London, with strong variation across boroughs. For example, one Outer London borough has 73 publicly available charging devices, compared to another with 1,426.[3]

Charging in the capital is not working for all, as shown by T&E's analysis of charge point google reviews, which show that the rating for a rapid or ultra-rapid charger in London varies from 2.7 in Hillingdon to 4.2 for Havering. Wait time has increased as a complaint, making up almost 1 in 10 of comments on Google Maps in 2025, up from 4.8% in 2022 and now twice the UK-wide average. Over 25% of broken charge points in London are not fixed within a month.




Local authorities play a pivotal role in the delivery of electric vehicle (EV) charge points. They hold essential planning and regulatory powers and manage the kerbside space where many chargers are installed.

Beyond their statutory functions, local authorities are also central to driving their area's transition to net zero. They are responsible for securing government funding, such as through the Local EV Infrastructure (LEVI) Fund, to support charge point rollout. They occupy a unique position, being able to bring together residents, businesses, and other stakeholders in ways that no other organisation can.

London Boroughs must embrace a role that goes beyond simply meeting numerical targets for charger installation. Their focus should extend to ensuring that charging infrastructure is equitable, accessible, and strategically aligned with wider local transport and climate objectives. They must consider the needs of residents, businesses and future generations.

**ASK 1:**

## A borough-wide charging master plan.

These master plans should outline:

- A spatial delivery plan - setting future forecasts and ensuring the right charge points are delivered in convenient and accessible locations for both residents *and* businesses, including car clubs and taxis.
- Policies on how existing and emerging technologies will be supported for different building and street typologies, and how affordability will be achieved.
- A clear roadmap for delivery, including how the authority will use municipal land, as well as partnering with the private sector and neighbouring authorities.
- A community engagement strategy and the creation of a forum for charge point users to engage with the council on their plans.
- A commitment to ensuring that chargers follow accessibility standards so all Londoners can use them.



[3]DfT Electric vehicle public charging infrastructure statistics: October 2025

# Delivering greener, cleaner freight

Vans are the biggest source of air pollution on the road in central London, and they aren't decarbonising as quickly as cars in our city. We need to rethink freight, from electrifying vans and moving to cargo bikes, quadricycles and other innovations such as using the river.

**ASK 2:**
**Use the kerbside to incentivise greener freight with new electric-only loading bays and secure parking for cargo bikes.**

For businesses, cargo bikes can offer a quicker and cheaper solution to vans, especially in congested urban areas where they can zoom past vans stuck in traffic and reduce delivery times. Excitingly, the use of cargo bikes in central London has doubled over the past two years[4] – we believe now is the time to lean into this demand and to deliver better policies that accelerate this trend.

**ASK 3:**
**Assess the feasibility of a local zero-emission zone for freight.**

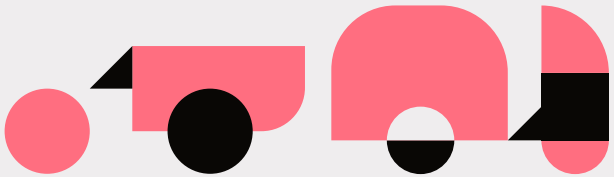
TfL estimates that 17% of van kilometres in central London could be replaced by cargo bikes by 2030, which would contribute to climate targets and cleaning up London's air.[5] Vans are now the biggest source of nitrogen oxides (NOx) pollution on the road in central London,[6] so every van that can be replaced by a cargo bike helps clean up London's air.

The upfront cost of a cargo bike can be a barrier to many small businesses and charities, so local authorities should step into use their funding to unlock the social capital and economic growth that cargo bike uptake can deliver.

Not all small businesses need their own cargo bike, and many may want to try one before they commit to purchasing one. Local hire schemes can provide businesses with bikes for occasional use and allow businesses to trial the use of cargo bikes with a low upfront cost.

Many residents and small businesses lack space to securely store cargo bikes. Boroughs own much of the key space that can be unlocked to support cargo bikes, and control planning rules that can see them supported in new builds.

**ASK 4:**
**A dedicated plan to help local businesses and charities to adopt e-cargo bikes, including trials, targeted subsidies and a network of cargo bike hire schemes in town centres.**



[4]https://cleancitiescampaign.org/cargo-bike-use-doubles-in-london-across-last-two-years/
[5]https://content.tfl.gov.uk/tfl-cargo-bike-action-plan-2023-acc.pdf
[6]https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-laei-2022-2lg5g/



# Expanding electric car clubs

Car clubs offer a scalable, cost-effective and flexible way for Londoners and businesses to access electric vehicles when they need them. Better still, we know that car clubs can give people the confidence to live without owning their own car and the costs that this incurs.

Despite this, the expansion of car clubs in London was stalling through to 2025, and the market has fallen off a cliff edge with the withdrawal of Zipcar in 2026. The number of car club vehicles actually decreased from 3458 in 2023 to 2866 in 2025, of these 1017 were EVs in 2023, compared to 814 in 2025. London was ranked 30th out of 42 cities in deploying electric car clubs in 2023 - behind major cities including Paris, Rome, Brussels and Berlin, according to Clean Cities' analysis, and has gone backwards since.

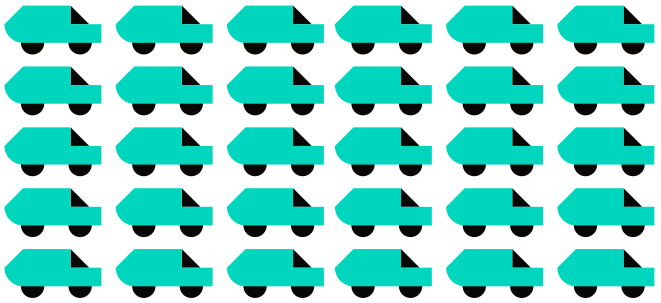
Boroughs can play a key role in reversing this trend. They control the allocation of parking spaces that car clubs need to operate, and crucially set the annual cost of that space to car club operators.

They can facilitate the provision of charging infrastructure for the electrification of car clubs, and promote shared use between car club vehicles and other uses to increase the cost-effectiveness.

To be a success, car clubs must be convenient, easy to use and readily accessible. Before the closure of Zipcar UK, there was only one car club car for every 3,100 Londoners. This number will now be dramatically different. Car clubs will only succeed at helping people get rid of their private car when they are within easy reach and therefore easy to use and accessible.

Boroughs should acknowledge the importance of electric car clubs to their climate and transport goals and facilitate their rollout with cheaper and easier-to-secure parking spaces.

**ASK 5:**
**Commit to implementing a borough car club action plan, in partnership with operators, with a clear goal that every resident should be within walking distance of a car club vehicle, with a plan to fully electrify, and a commitment to the delivery of lower-cost and quicker to secure parking spaces with charging for electric car club vehicles.**



Each car club vehicle could replace **up to 31 private cars** in London[7]

[7]https://www.como.org.uk/documents/car-club-annual-report-uk-2024

# ELECTRIFY LONDON

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