

Cherwell District Council

Executive

6 April 2021

Oxfordshire Electric Vehicle Infrastructure Strategy

Report of Assistant Director Environment

This report is public

Purpose of report

To seek approval for the Oxfordshire Electric Vehicle Infrastructure Strategy in line with the other Oxfordshire County, City and District Councils.

1.0 Recommendations

The meeting is recommended:

- 1.1 Approve the Oxfordshire Electric Vehicle Infrastructure Strategy and its enclosed policies and key actions

2.0 Introduction

- 2.1 The OEVIS has been developed in response to a need identified by officers across the Oxfordshire Councils. All of Oxfordshire's councils have declared climate emergencies. Supporting a transition to zero emission road transport is a key component in Oxfordshire's councils achieving their net zero carbon targets. Comprehensive, accessible and efficient charging infrastructure is essential in enabling the rapid adoption of electric vehicles. This strategy sets out the policies and plans to realise this goal.
- 2.2 It is proposed that the OEVIS is adopted by all 6 collaborating Councils in Oxfordshire, and work is underway at each of the district and city councils to present the strategy to their own senior teams and cabinets for adoption.
- 2.3 To support the drive to reach net zero carbon emissions by 2050, the UK government has set out its ambitions for all new cars to be electric by 2030. Socio-economic factors mean Oxfordshire is likely to have faster growth in EV sales than the national average; University of Oxford predictions indicate that by 2025 there could be over 25,000 EVs on Oxfordshire's roads, and over 44,000 by 2027 (**see Appendix 1**). Local measures such as the upcoming Oxford Zero Emissions Zone pilot starting in August 2021 may also stimulate additional uptake of EVs, not just within the zone, but also across the county, from where journeys into the zone may originate.

- 2.4 The forecast increase in EV uptake makes the need for adequate EV charging infrastructure urgent – we need to plan now for action to be taken on EV charging within the coming 3-5 years. This is particularly acute for the 30 – 40% of households across the county with no off-road parking who are unable to install their own EV charger (**see Appendix 2**). Residents already contact the Local Authorities on a regular basis with requests for support with EV charging and on-street EV chargers.
- 2.5 Current public EV charging provision in the county is limited and most is focussed in Oxford City. As demand increases, the Councils are each looking into deploying their own infrastructure, and a lack of coordination could result in inconsistency across the county, and loss of opportunities to collaborate to reduce resource demand on the councils and share learning.
- 2.6 Oxfordshire has not previously had any detailed operational strategy or policy for the deployment and management of EV charging infrastructure. A shared strategic approach across all 6 of Oxfordshire’s local authorities will ensure we meet customer needs and expectations, and co-ordinate activity across Oxfordshire to ensure a complimentary offering, consistent strategy and policies, and take best advantage of external funding opportunities.

3.0 OEVIS

- 3.1 The OEVIS provides an operational approach to enabling and deploying charging infrastructure in Oxfordshire in the short-term (2020-2025). The strategy covers the administrative area of Oxfordshire County Council and includes the administrative areas of each of the four District and City Councils. It focusses on EV charging for cars, car-based vans, and taxis (hackney carriage and private hire vehicles) for three user groups with differing needs for EV charging:
- a) Oxfordshire residents
 - b) Local businesses and their employees, taxis, logistics operations and car clubs
 - c) Visitors to Oxfordshire.
- 3.2 The OEVIS strategy has strong links with the emerging Connecting Oxfordshire Local Transport and Connectivity Plan (LTCP), and aims to compliment and support the LTCP vision, by:
- a) reducing emissions from shared transport through promoting EV infrastructure for shared transport
 - b) reducing emission from private road transport where active and public transport is not an option.
- 3.3 The OEVIS will act as a supporting strategy for the LTCP.
- 3.4 The strategy has strong ties with the Oxfordshire Energy Strategy, the Oxfordshire 2050 Plan, each of the collaborating Councils’ Climate Emergency declarations and net zero carbon targets, including Cherwell District Councils Climate Action Framework (CAF). The OEVIS will act as a supporting strategy to the CAF to facilitate delivery of recommended actions and support the drive to meet local and national emissions reductions targets.

- 3.5 Oxfordshire County Council and Oxford City Council are proposing to create a Zero Emission Zone (ZEV) pilot in Oxford city centre, starting in August 2021, and based on a road user charging scheme. This pilot, and any future implementation and expansion, may generate additional need and demand for EV charging for road user groups travelling through or located in the ZEV.
- 3.6 Proposed adoption dates at participating Councils are shown below. Adoption dates at Oxford City Council are yet to be confirmed due to Purdah affecting cabinet meeting dates.

Organisation	Cabinet/Executive Board
Oxfordshire County Council	16/03/2021
Cherwell District Council	06/04/2021
Oxford City Council	TBC
South Oxfordshire District Council	08/04/2021
Vale of White Horse District Council	09/04/2021
West Oxfordshire District Council	24/03/2021

Where adoption timelines must be extended at individual districts for local adoption processes, due to Purdah or other events, implementation will not be impacted for Councils where the strategy has been adopted.

4.0 Recommended Policies

- 4.1 The following policies are proposed for the OEVIS and will supported by 'Key Actions' which can be seen in the full OEVIS document (**Appendix 3**)

Policy Area	Policy
Targets for EV charging	Policy EVI 1: The Councils will seek to enable and encourage deployment of public EV chargepoints in Oxfordshire towards meeting predicted demand by 2025 in line with national and European directives
Funding public EV chargers	Error! Reference source not found. Error! Reference source not found.
Public Charging in local authority car parks	Policy EVI 3: The Councils will seek to achieve an aspirational target of converting 7.5% of local authority managed public car park spaces, to fast or rapid EV charging by 2025.
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Charging at Council sites	Error! Reference source not found. Error! Reference source not found.
Charging without off-road parking	Error! Reference source not found. Error! Reference source not found.
Charging in New Developments	Error! Reference source not found. Error! Reference source not found.
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EV Charging in Historic Areas	Error! Reference source not found. Error! Reference source not found.
Commercial car parks	Error! Reference source not found. Error! Reference source not found.
Communal residential car parks	Error! Reference source not found. Error! Reference source not found.
Workplace Charging	Error! Reference source not found. Error! Reference source not found.
Rapid charging on strategic roads	Error! Reference source not found. Error! Reference source not found.

Charging standards for Oxon	Error! Reference source not found. Error! Reference source not found.
Managing Energy Impacts	Error! Reference source not found. Error! Reference source not found.
Promoting EVs & Infrastructure	Error! Reference source not found. Error! Reference source not found.

5.0 Conclusion and Reasons for Recommendations

- 5.1 To support Oxfordshire residents to make the change from petrol and diesel to Electric Vehicles (EVs), Oxfordshire's Councils have worked together to develop this operational strategy for increasing and managing EV charging across the county. This strategy supports the reduction of transport emissions as part of a hierarchy of sustainable transport; encouraging uptake of EVs by enabling the development of a high quality, accessible and convenient EV charging network. This work will further progress towards the Council's Climate Emergency target, Healthy Place Shaping ambition, Air Pollution needs and our Car Parking Strategy

6.0 Consultation

- 6.1 This report has been developed in consultation with officers and lead members for the environment from Oxfordshire County Council, South Oxfordshire District Council, Vale of White Horse District Council, West Oxfordshire District Council and Oxford City District Council.
- 6.2 A member steering board made up of representatives from each of the Council's has been engaged in the development of the strategy:

Organisation	Name	Council Role
Oxfordshire County Council	Cllr Yvonne Constance	Cabinet Member for Environment (including Transport)
Cherwell District Council	Cllr Dan Sames	Lead Member for Clean and Green
Oxford City Council	Cllr Tom Hayes	Cabinet Member for Zero Carbon Oxford

South Oxfordshire District Council	Cllr Caroline Newton	Climate Emergency Advisory Committee Member
Vale of White Horse District Council	Cllr Catherine Webber	Cabinet Member for the Climate Emergency and the Environment
West Oxfordshire District Council	Cllr David Harvey	Cabinet Member for Climate Change

7.0 Alternative Options and Reasons for Rejection

7.1 The following alternative options have been identified and rejected for the reasons as set out below.

Option 1: Reject OEVIS in its entirety

The emerging electric vehicle infrastructure needs will still be present with no clear strategy in place to address this. The Council is not currently resourced to undertake this piece of work in isolation and may lead to a disjoint in the policies in place across the rest of Oxfordshire. For these reasons this option has not been recommended

Option 2: Seek amendment to individual policies

All Oxfordshire Councils are currently progressing the strategy through their respective governance structures, amendments to these policies will require a lengthy restart of this process. For this reason this option has not been recommended.

8.0 Implications

Financial and Resource Implications

8.1 Oxfordshire's Councils will use their best endeavours to deliver on the commitments made in the strategy, using existing project funding, future Government funding opportunities and partnerships with the private sector which deliver an EV charging network for Oxfordshire with minimal impact on existing Council budgets.

Policy EVI 2 sets out the Councils ambitions to seek external grant funding from government, along with private investment to deliver EV charging infrastructure projects and the ongoing management of EV charging. The policy also sets out our ambition to continue our current exploration of self-sustaining business models for EV infrastructure.

Comments checked by:

Karen Dickson, Strategic Business Partner 01295 221900

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Legal Implications

- 8.2 There are no legal implications inherent with this strategy. The legal service will work with project leads to help identify legal solutions intended to realise the ambitions described in this report.

Comments checked by:

Richard Hawtin, Team Leader: Non-contentious, Email: richard.hawtin@cherwell-dc.gov.uk, Telephone: 01295 221695

Risk Implications

- 8.3 Risks associated with the adoption and delivery of the strategy have been considered throughout its development. The following risks are being managed under the service operational risk and will be escalated to the Leadership Risk Register as and when necessary. Key risks are summarised as:

Risk	Mitigation
Financial or resourcing constraints mean actions are delayed or not delivered.	<ul style="list-style-type: none">Discussed under heading 'Financial and Staff Implications'
Ongoing licensing, management and maintenance of EV charging infrastructure generates additional revenue burdens.	<ul style="list-style-type: none">Discussed under heading 'Financial and Staff Implications'
Parking spaces for EV charging generate less income than ICE spaces in the short term	<ul style="list-style-type: none">Discussed under heading 'Financial and Staff Implications' para 30.
Councils are liable for incidents involving EV infrastructure	<ul style="list-style-type: none">Oxfordshire EV Standards will require owners and operators of EV infrastructure to have appropriate public liability and other insurances
Over supply of EV infrastructure, or installation in the wrong places means chargers are not well utilised	<ul style="list-style-type: none">Analysis of likely demand across Oxfordshire has demonstrated key hotspots where need for support with EV charging and likely early mass uptake intersect and where deployment should be targeted.Ongoing monitoring of demand is recommended during the delivery of EV strategy projects to reduce the risk of over supply
EV chargers do not meet the right standards or are unreliable	<ul style="list-style-type: none">Oxfordshire EV Standards and the proposed on-street EV charging policy will require all EV infrastructure installed or licensed to;Meet relevant national and international standards, and the higher Oxfordshire Standards designed to ensure reliability and quality.

	<ul style="list-style-type: none"> • Be operated and maintained appropriately by a competent ChargePoint operator to best practice SLAs.
EV chargers are not 'future-proofed' for advances in technology, assets become obsolete	<ul style="list-style-type: none"> • Councils can avoid investing in technology which is likely to be rapidly replaced by and focussing on enabling market led provision of EV charging. • Strategy promotes concessions and licensing options which leave the charger asset the responsibility and property of the CPO and avoid adoption or ownership of EV charger assets by councils. • The Oxfordshire EV charging standards set out a requirement for CPOs to demonstrate a renewal plan for assets at the end of their useful life.
The high technical and operational standards proposed in the strategy put the industry off investing.	<ul style="list-style-type: none"> • Engagement with the EV charging industry during development has indicated no major challenges arising from the technical and operational standards proposed for EV charging infrastructure in Oxfordshire.

Comments checked by:

Celia Prado-Teeling, Performance Team Leader, 01295 221556, celia.prado-teeling@cherwell-dc.gov.uk

Equalities Implications

- 8.4 While many areas of Oxfordshire are affluent, and likely to be among the first to see early mass adoption of EVs, there are significant areas of Oxfordshire where income is low. Lower income households are often disproportionately affected by poor air quality, and also the sector of society least able to adopt EVs early. There may be a perception of unfairness in access to EV charging if chargers are only installed in wealthy areas where people have been able to afford brand new technology.

While the Councils are limited in the action they can take to support low income households with the purchase of EVs, the second hand EV market is growing, providing more people with access to electric vehicles. The strategy enables the councils to take a strategic approach to delivering EV charging based on likely future need, rather than consumer demand from more affluent early adopters of EVs. This will allow steps to be taken to ensure equitable access to EV charging. Car club vehicles may also provide a more affordable alternative to private EV ownership, with the potential to give wider access to clean vehicles, and support reductions in private vehicle ownership in line with the aims of Connecting Oxfordshire. Electric car clubs and the chargers needed to power them are therefore included as a valuable measure to improve social inclusion in Oxfordshire's EV ready future.

The installation of EV chargers on the public highway, if not carefully managed, may create negative impacts for road users; in particular, pedestrians and those with disabilities, potentially compromising the Council's commitment to inclusive mobility.

The strategy sets out the Councils approach to supporting drivers without off-street parking, while prioritising those solutions which avoid installing infrastructure on the pedestrian footway, and where that is not possible selecting options which avoid or minimise obstructions for pedestrians and consider inclusive mobility.

Comments checked by:

Robin Rogers, Head of Strategy, robin.rogers@cherwell-dc.gov.uk

Climate Implications

- 8.5 The strategy also has strong ties with the Oxfordshire Energy Strategy, the Oxfordshire 2050 Plan, each of the collaborating Councils' Climate Emergency Responses, and the Council's Climate Action Framework. The OEVIS will act as a supporting strategy for the CAF to support the drive to meet emissions reductions targets.

Key areas of positive impact are:

- a) *Energy use in our buildings or highways*
The OEVIS has a positive impact on Carbon and Air Quality emissions reduction of road traffic on roads by supporting transition to ultra-low and zero emissions vehicles on our highways.
- b) *Our fleet*
EV charging equipment in local authority owned car parks will enable longer pool vehicle and grey fleet journeys, in Oxfordshire to be made in ultra-low and zero emission vehicles.
- c) *Staff travel*
Improved access to EV charging will enable more staff to choose ultra-low or zero emission vehicles for their commute.
- d) *Purchased services and products (including construction)*
Encouraging the use of renewable energy, on-site renewable generation, and battery storage options to power electric vehicles will reduce upstream emissions for powering electrified vehicles.
- e) *Enable carbon emissions reduction at district level?*
Provision of EV charging infrastructure to drivers, in particular those who cannot charge an electric vehicle at home, will enable greater numbers of residents and businesses to switch to cleaner low and zero emission vehicles for private, shared and business use

Comments checked by:

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9.0 Decision Information

Key Decision

Financial Threshold Met: No

Community Impact Threshold Met: Yes

Wards Affected

All

Links to Corporate Plan and Policy Framework

Climate Action Framework

Lead Councillor

Councillor Dan Sames, Lead member Clean and Green

Document Information

Appendix number and title

- Appendix 1 - Predicted Electric Vehicle (EV) Uptake in Oxfordshire
- Appendix 2 - Spatial Analysis of Residential Properties in Oxfordshire with Low Probability of a Driveway
- Appendix 3 – Oxfordshire Electric Vehicle Infrastructure Strategy

Background papers

None

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