

Climate Emergency Advisory Committee



Report of Head of

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To: Climate Emergency Advisory Committee

DATE: 30 November 2020

AGENDA ITEM

Oxfordshire Electric Vehicle (EV) Infrastructure Strategy

Recommendation(s)

- (a) Committee to note the progress of the Oxfordshire Electric Vehicle Infrastructure Strategy development with consideration of the contribution to the Council's Climate Emergency.

Purpose of Report

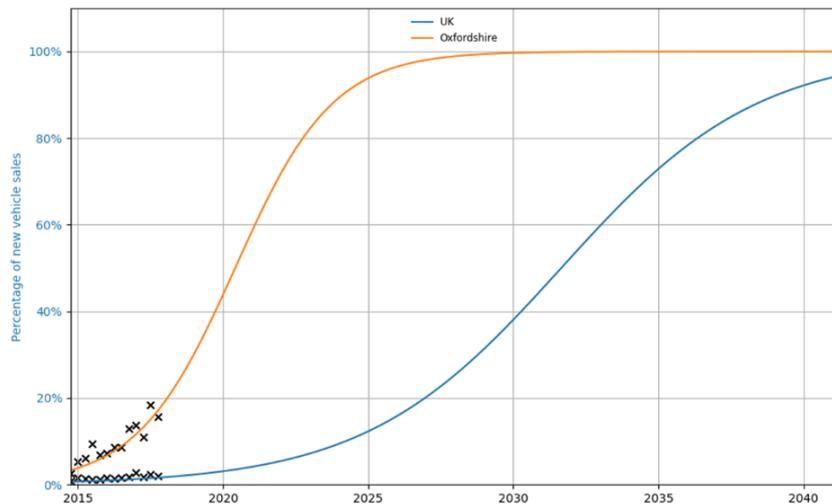
1. To bring attention to the Draft Oxfordshire EV Infrastructure Strategy (OEVIS) and to recommend that the Council operates in line with this strategy once approved in February 2021.

Strategic Objectives

2. Oxfordshire's Councils have an opportunity through the EV Infrastructure Strategy to support the reduction of transport emissions as part of a hierarchy of sustainable transport; encouraging uptake of clean EVs by working together to enable the development of a high quality EV charging network.
3. The draft vision for EV charging in Oxfordshire is:
 - *Residents, businesses and visitors in Oxfordshire will be confident they can recharge EVs conveniently, and in a manner appropriate for their needs.*
 - *Oxfordshire's EV charging provision will develop to meet the needs of users now and in the future, and in doing so support Oxfordshire's transition to decarbonising transport and improving air quality*

Background

4. To support the drive to reach net zero carbon emissions by 2050, the UK government has recently set out its accelerated ambitions for all new cars to be electric by 2030, with a commitment under its Ten Point Plan for a Green Industrial Revolution to end the sale of new petrol and diesel cars. The Plan includes spending of £1.3 billion to accelerate the rollout of EV chargepoints in homes, streets and on motorways across England and £582 million in grants for those buying zero or ultra-low emission vehicles to make them cheaper to buy and incentivise more people to make the transition.
5. 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 we could see up to 30,000 EVs on Oxfordshire's roads. The projected growth of electric vehicles in Oxfordshire is well ahead of the national average as shown by the following chart:



6. 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.
7. The strategy has strong links with Connecting Oxfordshire and the Oxfordshire Energy Strategy which seeks to integrate EVs into a smart and zero carbon energy infrastructure, and the Oxfordshire 2050 Plan to promote future-proofed development in the planned growth across Oxfordshire. The strategy will be linked closely with the council's Climate Emergency and Oxfordshire County Council's Climate Action Framework; where it will act as a supporting strategy to facilitate delivery of recommended actions.
8. This strategy is guiding the Park and Charge project which is being led by the Councils' technical services team and will primarily provide EV charging facilities to residents without access to their own off-street parking and therefore enable wider scale EV adoption.
9. The strategy will help to deliver elements of the South Corporate Plan under Theme 3 (Climate Emergency) and Theme 5 (Homes and infrastructure).

Process

10. Oxfordshire County Council are leading development of the strategy, with representatives from each district council contributing to a Steering Group. The South representative is Cllr Caroline Newton; although the Steering Group has yet to meet. A meeting is scheduled for the week of 14 December. The officer Project Board representative is Michelle Wells, Insight and Policy Manager. Specialist support has been provided by Stuart Walker and Cathy Pearce in Development Management. The draft strategy document has been reviewed by Hannah Guest and Vicky Aston in Planning and Heather Saunders and Andy Egan in Insight and Policy.

Scope

11. The Strategy will provide an operational approach to enabling and deploying charging infrastructure. In the short-term (2020-2025), the objectives are to:

- Enable and deliver public EV charging across Oxfordshire
- Adopt a common approach to managing EV charging in Council car parks
- Enable residents without access to private off-road parking to access a range of options for EV charging
- Ensure that new developments include high quality EV charging infrastructure
- Set standards for the quality of EV public EV charging in Oxfordshire which support development of a network which is high quality, open and accessible

12. This strategy covers the administrative area of Oxfordshire County Council and includes the administrative areas of each of the five District Councils, and 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: residents, local businesses and visitors.

13. The strategy does not cover EV charging for buses or large goods vehicles or e-bikes and other micro-mobility solutions. These may be considered in future.

Policies

14. The strategy proposes a set of policies grouped under the following areas: Targets for EV charging; Funding public EV chargers; Public charging in local authority car parks; Visitor and workplace charging at Council sites; Charging without off-road parking; EV charging in new developments; EV charging in historic areas; Commercial car parks; Communal residential car parks; Workplace charging; Rapid charging on the strategic road network; Charging standards for Oxfordshire; managing impacts on the grid; promoting EVs and infrastructure.

Financial Implications

15. A number of the projects and actions arising from the strategy may have financial implications for the Council. As a county wide strategy there will be opportunities for a shared resource. Before proceeding with any options,

a financial evaluation will be undertaken to assess these costs, before recommendations are made to the Cabinet.

15. As work develops and funding is required, projects and activities will be subject to individual business cases as appropriate, and financial scrutiny.

Legal Implications

16. There are no specific legal implications arising from this report. Legal implications may arise in respect of individual projects included within the subsequent work programme as they are scoped, approved by Cabinet and implemented. These will be subject to identification and appropriate action as required.

Risks

17. The EV Infrastructure Strategy will be promoted as part of the forthcoming Council's Climate Action Plan and supporting communication strategy. It will be important to manage expectations and to align communications to the capacity of the Council to deliver EV infrastructure improvements in South Oxfordshire.

Other Implications

18. The EV Infrastructure Strategy will help South Oxfordshire to identify:
 - The opportunities and challenges for the EV charging network in the South and Vale districts
 - The likely uptake of EVs across the districts and the centres of demand for EV charging
 - How we will contribute to and accelerate local deployment of EV charging infrastructure to ensure high quality EV charging is accessible in our county
 - A framework of EV charging options for residents without access to private off-road parking
 - Opportunities to work with landowners and businesses to further increase EV charging provision
 - Opportunities to further support the decarbonisation of road transport and manage the impact of EV charging on the grid.
19. An assessment of the carbon reduction impact of this strategy for the South Oxfordshire district should be considered as part of our planned modelling exercise.

Conclusion

20. While we are not formally required to adopt the Oxfordshire EV Infrastructure Strategy as a strategy of the Council, we are supporting and working within it as part of a joined-up county wide approach.
21. The Oxfordshire EV Infrastructure Strategy will be presented to Cabinet in February 2021.