Oxford Electric Vehicle Infrastructure Strategy (OxEVIS) Consultation Headlines

Introduction

What is it?

This strategy sets out what electric vehicle (EV) charging infrastructure Oxford will need between now and 2040, to enable those dependent on car use who live, work and visit the city to switch to electric vehicles
  ➢ in time for the Government's announcement to stop sales of new petrol or diesel cars and vans by 2030.
  ➢ at a pace that enables Oxford to achieve its zero carbon target by 2040.
  ➢ in a manner that is fair, collaborative and sustainable.

Oxford Electric Vehicle Infrastructure Strategy (OxEVIS) acknowledges that a range of different charging solutions are needed: Rapid chargers for high mileage journeys, home chargers for those with off-street parking and a range of solutions for those that park on-street.

Why is it needed?

Oxford City Council is committed to create a strategy that enables fair, collaborative and sustainable EV charging solutions across the City. This means that those that can fund their own charging solutions on private land, whether as a landlord or homeowner, are encouraged and enabled to do so where possible. And it means that those that cannot provide their own solutions can find reliable and accessible public chargers near to where they live and work, so that they may charge as required.
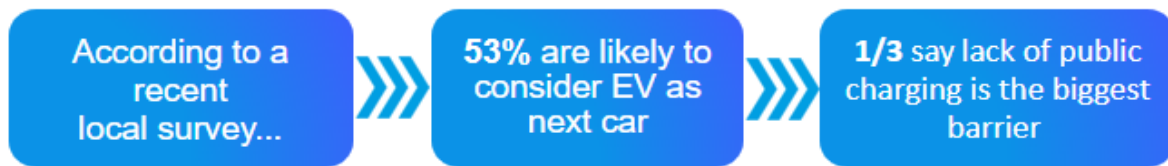
We have devised policies that support this approach: so all stakeholders, both public, private and commercial, are clear on how we go about delivering this.

Why now?

Transport is the second largest contributor to Oxford's emissions with private cars being the main source of emissions. It contributes 68% of particulate pollution in Oxford which is a major contributor to air pollution. To contribute to the reduction of emissions, a Strategy to support reduction in car usage where possible and facilitate the change to electric vehicles is required.

Oxford's [2019 Citizen's Assembly on Climate Change set a mandate](#) for Oxford to become a Zero Carbon City before 2050. To achieve this, Oxford City Council brought together the Zero Carbon Oxford Partnership (ZCOP), compiled of the city's largest institutions and employers, to reach a target of net zero carbon emissions for Oxford by 2040 or earlier. This means that the City will emit no excess carbon into the air during day-to-day activities.

In order to meet this ambitious target, Oxford City Council, together with Oxfordshire County Council, have introduced a number of pollution-reducing initiatives including the Pilot Zero Emissions Zone (ZEZ) to reduce transport emissions and improve air quality. These measures, combined with the Council's Local Plan 2040, will further stimulate demand for EVs, to support the City's 2040 target.

According to a recent local survey... ≫ 53% are likely to consider EV as next car ≫ 1/3 say lack of public charging is the biggest barrier
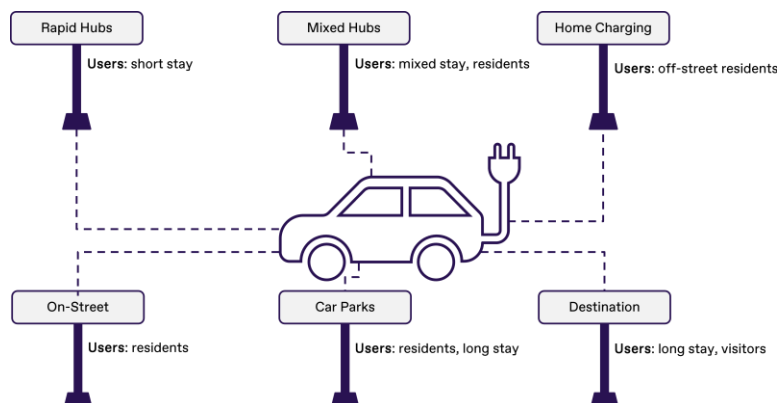
Of the 52,000 vehicles in Oxford today, just under 900 are EVs (less than 2%). In order to meet the City's target of net zero by 2040, these numbers must rise sharply. Predictions show that 24-36% of fossil fuel cars will migrate to EVs in the next four years alone.

The Oxford Electric Vehicle Infrastructure Strategy sets out the likely electric vehicle (EV) charging needs for the city. It is designed to keep pace with the migration from petrol or diesel cars to EVs, ensuring that there is adequate provision for the city.
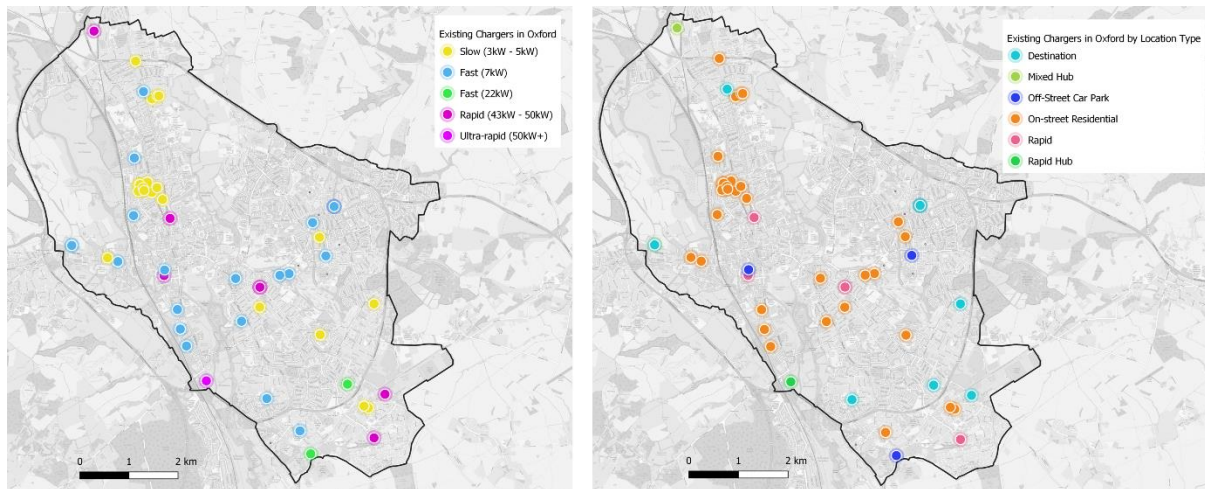
Oxford City Council is committed to create a strategy that enables fair, collaborative and sustainable EV charging solutions across the City. This means that those that can fund their own charging solutions on private land, whether as a landlord or home owner, are encouraged and enabled to do so where possible, alongside the provision of reliable and publically accessible chargers near to where people live and work, so that they may charge when needed.

The recent Government's Electric Vehicle Infrastructure Strategy indicated an estimated 450,000-700,000 additional charge points will be needed nationally by 2040 to meet demand and support the phase out of petrol and diesel cars by 2030. It also clearly defined the strategic role it wants Local Authorities (LAs) to take in the transition to EVs. It recognises that whilst commercial companies will provide charging, local authorities are best placed to ensure that infrastructure meets the needs of the people they serve, addressing fair and equitable distribution, reducing risks of poorly located and/or insufficiently maintained infrastructure
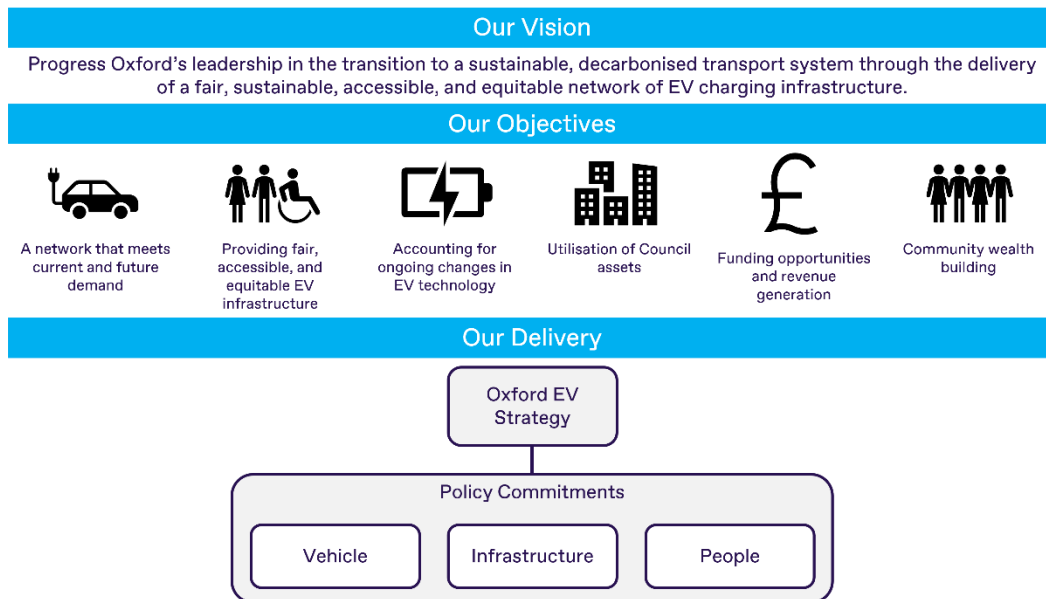
Charging types

Rapid Hubs — Users: short stay

Mixed Hubs — Users: mixed stay, residents

Home Charging — Users: off-street residents

On-Street — Users: residents

Car Parks — Users: residents, long stay

Destination — Users: long stay, visitors

These maps show the different types of EV charging and where they are currently installed in Oxford

Strategy Summary

How the Strategy determines what is fair and equitable.

Charging needs will vary widely and require a mix of different EV infrastructure. Average vehicle use means most people will need to charge no more than twice per week, however some driver groups will have different charging patterns. Some examples include:

- Working drivers will require regular and dependable access to charging to carry out their day-to-day work and shared transport such as taxi drivers, carers and delivery drivers

- Car clubs will need to charge daily and expand to meet demand as the public seeks alternative options to car ownership.
- Accessible charging for drivers with mobility challenges or care givers.

When choosing locations to install chargers, there are a number of criteria to consider. These include:

Locations that:
- Have no access to off-street parking (an estimated 46% of Oxford city properties having no access to off-street parking)
- A high density of housing (which may be flats or HMOs who might not have access to off street parking).
- Areas of deprivation
- High areas of young people (with a view to encouraging public or shared transport options – e.g. car clubs)
- Are accessible for those with mobility challenges
- Support working drivers (those who need a vehicle to carry out their work)
- That have electricity connections with enough capacity to provide for the operation of charging points.
- Have sufficiently wide pavements to enable on-street charging
- Have high traffic locations which suggest high utilisation potential
- Have car parks and other off-street locations where charging hubs could be created

Delivery of EV charging infrastructure is expensive and complex so access to funding / investment to ensure adequate delivery is key.

The strategy sets out a number of policies to ensure the mix of commercial and public funds are well balanced between high and low utilisation locations. This will reduce the risk of 'black spots' where no charging facilities are near to where they will be needed in the near future, but haven't reached high utilisation yet.

Oxford City Council has been working with Government to highlight the challenges around gaining planning permission for EV charging infrastructure installations. We are a historic city, there are a number of heritage areas which will require EV charging infrastructure. It is our hope that the Government will introduce legislation that will evolve planning law to enable sympathetically designed EV charging infrastructure to be located across the city.

The strategy endorses the creation of supporting materials and a Technical Advice Note (TAN) by the Council to set out guidance to support homeowners and developers to install EV infrastructure.

The rate of delivery of EV charging needs to be balanced to accommodate the rise of EV ownership and demand from those who live or work in the city. The strategy promotes a flexible delivery policy which will be reviewed annually to determine if EV charger delivery rates meet need. The Strategy aims to ensure that by 2030 there will be an EV charging solution within 5 mins (450M) from householders for those who live in Oxford.

What does that look like?

Below shows maps of Oxford showing some of the fair and equitable criteria outlined above. It also shows where current EV charging is already in place. Whilst Oxford City Council focusses on City needs, our strategy promotes close working with Oxfordshire County Council so that we have joined up plans for EV infrastructure delivery.