

To: Cabinet
Date: 13 July 2022
Report of: Scrutiny Committee
Title of Report: Oxford Electric Vehicle Infrastructure Strategy

Summary and recommendations	
Purpose of report:	To present Scrutiny Committee recommendations for Cabinet consideration and decision
Key decision:	No
Scrutiny Lead Member:	Councillor Dr Christopher Snowton, Scrutiny Committee Chair
Cabinet Member:	Councillor Louise Upton, Cabinet Member for Health and Transport
Corporate Priority:	Pursue a Zero Carbon Oxford; Enable an Inclusive Economy; Support Thriving Communities
Policy Framework:	Council Strategy 2020-24
Recommendation: That the Cabinet states whether it agrees or disagrees with the recommendations in the body of this report.	

Appendices	
Appendix A	Draft Cabinet response to recommendations of the Scrutiny Committee

Introduction and overview

1. The Scrutiny Committee met on 05 July 2022 to consider a report concerning the Oxford Electric Vehicle Infrastructure Strategy. The report, which is due for Cabinet consideration on 13 July 2022, recommends that Cabinet adopts the Oxford Electric Vehicle Strategy and note that an Implementation Plan will follow for Cabinet approval in the autumn. The Committee would like to thank Councillor Upton (Cabinet Member for Health and Transport), Mish Tullar (Head of Corporate Strategy) and Vikki Robins (Project Manager - Innovation) for attending the meeting to answer questions.

Summary and recommendations

2. Councillor Louise Upton, Cabinet Member for Health and Transport introduced the report. It set out the Council's approach to ensuring a robust, quality and equitable

deployment of charging infrastructure across the city. The strategy would play a role in fulfilling the ambitions set out in the Council's road map and action plan to become a net zero Council by 2030, which included a framework for delivering electric vehicle infrastructure. Councillor Upton advised the Committee of the opening of the new Energy Superhub at Redbridge earlier on 05 July 2022, which had capacity for charging 400 vehicles; and the trademarked GUL-e initiative by the ODS Group – both of which had income generating potential.

3. The Project Manager – Innovation explained the reasoning behind the decision for the dynamic purchasing system of procurement and the benefits of the approach. She added that the public consultation on the strategy had recently closed and the responses had been positive.
4. The Committee noted that the strategy mentioned specific Council support of car clubs and suggested that consideration should be given to including a requirement for large housing developments to allocate spaces exclusively for car club electric vehicle charging.

Recommendation 1: That the Council explores setting a requirement for large housing developments to have electric vehicle charging spaces which are allocated exclusively for car clubs, in addition to electric vehicle charging spaces available for private cars.

5. During discussion, the Committee considered how realistic the projected figures for electric vehicle uptake across the City were. The Project Manager – Innovation advised that the figures included uptake of plug-in hybrid vehicles, however the Committee noted that plug-in hybrids still contributed to carbon emissions so should not be included in the projections.

Recommendation 2: That the Council reviews the projected uptake figures for electric vehicles contained in the strategy to ensure they are realistic; namely
a) Ensuring that the projected figures take into account the later 2035 phase-out date of some non-plug-in hybrids (which are not considered EVs by the strategy), and
b) Checking the very high near-term EV uptake that would be required to hit any of the given 2026 targets.

6. The Committee discussed the reliability of electric vehicle charging points made available for public use and noted that often residents could drive to a charger and find it in a poor state of repair, making it unusable. It was suggested that the Council should explore the levers it had to incentivise providers of electric charging points to keep them in a good state of repair so that the unreliability of infrastructure was not a reason why residents were hesitant to adopt usage of electric vehicles.

Recommendation 3: That the Council explores ways in which it could incentivise local organisations, businesses and partners to ensure that any electric vehicle charging infrastructure provided by them is reliable and in a good state of repair.

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