

Appendix A

Draft Cabinet response to recommendations of the Scrutiny Committee

The document sets out the draft response of the Cabinet Member to recommendations made by the Scrutiny Committee on 05 July 2022 concerning the Oxford Electric Vehicle Infrastructure Strategy. The Cabinet is asked to amend and agree a formal response as appropriate.

117

Recommendation	Agree?	Comment
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.	In part	As this recommendation is about planning and building of new developments it is proposed it is considered within the process of development of the Local Plan 2040 rather than adopted within the OxEVIS strategy. However, it should be noted EV Car clubs form a key part of the OxEVIS strategy. The proposed car club policies reflect what we would look to do where we can control the outcome, as well as reflecting the transport hierarchy: the drive for private car reduction and supporting active travel plans for Oxfordshire.
2) That the Council reviews the projected uptake figures for electric vehicles contained in the strategy to ensure they are realistic; namely <ul style="list-style-type: none"> 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 	No	Modelling work and projections for uptake of EVs was undertaken by the specialist consultancy Urban Foresight and utilises internationally recognised formulae to model take up ¹ . It would not be an appropriate use of resources to commission separate analysis of Urban Foresight's modelling. Not least, a key factor of the OxEVIS strategy is an annual review of EV uptake against provision of infrastructure. This will ensure these figures remain relevant to Oxford, and will enable us to flex infrastructure deployment

¹ Figures based on formulae and ratios from the following bodies - The Intergovernmental Panel on Climate Change (IPCC) - the United Nations body for assessing the science related to climate change, and the International Council on Clean Transportation (ICCT), an independent non-profit organization to provide research scientific analysis to environmental regulators.

<p>targets.</p>		<p>numbers to meet demand and reduce the risk of throttling provision or oversupply. It should be noted Urban Foresight anticipates that the expanding ZEZ will drive the uptake of battery electric vehicles rather than hybrids, as the ZEZ compliance does not include hybrid vehicles. Some hybrids still require plug in charging, and therefore charging infrastructure and it is likely that hybrids will form part of the vehicle mix in the city beyond 2035 (in the same way ICE vehicles will do so after 2030).</p>
<p>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.</p>	<p>Yes</p>	<p>The forthcoming OxEVIS implementation plan will ensure those who supply charging infrastructure for Oxford City Council adhere to a robust set of standards and performance levels set out in the Oxford Electric Vehicle Infrastructure Dynamic Purchasing System (DPS). All suppliers who are members of the DPS have contractually agreed to meet these requirements. We will also produce a technical advice note for developers and businesses installing infrastructure, to support these organisations. As utilisation of the charge points grows, the risk of poorly maintained assets reduces as income levels generated from them grows. Thus, there is a clearer financial incentive for suppliers to keep them operational.</p>