

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 10 October 2023 concerning the Delivery of Electric Vehicle Infrastructure for Oxford. The Cabinet is asked to amend and agree a formal response as appropriate.

Recommendation	Agree?	Comment
1) That the Council works closely with Oxfordshire County Council to consider options for reserved parking spaces outside homes specifically for at-home onstreet EV charging in areas of Oxford where a need for this provision is identified (e.g. because of parking constraints in those areas).	Yes	Officers will recommend to Oxfordshire County Council EV Team that they explore these options (allocated EV gulley bays, shared community gulley bays) with County Highways as part of the GUL-e project.
2) That the Council works closely with Oxfordshire County Council to consider options for at-home EV charging in conservation areas to ensure that residents living in these areas do not experience disproportionate access to onstreet EV charging opportunities.	Yes	The LEVI grant fund includes GUL-e channels which could be used in conservation areas. Oxford City Council EV Team will continue to work with Oxfordshire County Council to develop guidance for home charger applications in all localities, including conservation/heritage areas (guidance for applications is an output of the GUL-e LEVI grant). We will also continue to lobby central government to equalise Planning Policy for all homeowners, whether they have access to off-street parking or not.
3) That the Council works closely with Oxfordshire County Council to explore options to incentivise concessionaires to promptly repair EV Infrastructure when a unit is out of service.	Yes	This is already in scope for both the planned LEVI contracting and the existing DPS Concession Contract. The draft (documentation is not yet finalised by Oxfordshire County Council officers) LEVI tender specifications for both off-street and onstreet sites contain: <ul style="list-style-type: none"> • Key Performance Indicators setting minimum targets for when the charger must be operational. • Financial compensation penalties to be paid to the

		<p>Council – for uptime targets not met. Based on averaged revenue share payments for chargers that are not working (down-time penalty).</p> <ul style="list-style-type: none"> • Strengthened and clearly quantified escalation up to contract termination for continued SLA breaches and material defaults.
<p>4) That the Council works closely with Oxfordshire County Council to investigate the viability of EV co-charging between employment and the public on employment sites.</p>	<p>Yes</p>	<p>Support for co-charging is already in scope for Oxford's proposed EV Infrastructure Implementation Plan. This work will be undertaken as part of a work package, which includes:</p> <ul style="list-style-type: none"> • Develop relationships with all local stakeholders and partners to deliver a citywide approach. • Create a city EV working group to identify shared assets and opportunities and utilise ZCOP and other private landowners to maximise EV infrastructure opportunities across the city. <p>The draft LEVI contracts contain the option of inclusion of third party owned land, which could include employment sites, simplifying the delivery of the above work packages.</p> <p>Public EV charging solution impacts and opportunities have been raised with the County Council as a consideration under the workplace parking LEVI work strand.</p>