Electric vehicle charging

1. Council car parks

As part of Park and Charge Oxfordshire, there are now electric vehicle (EV) charging hubs in five of the District Council's public car parks with a total of 32 double electric vehicle charging points (EVCPs), serving 64 parking bays. Since their installation, the use of these fast chargers has increased, as shown in the Table 1 below. All chargers are managed by EZ-Charge and any changes to energy prices are agreed in advance with WODC. Further details of the project can be found here: https://www.westoxon.gov.uk/environment/climate-action/electric-vehicle-charging-points/.

Table 1: Park and Charge usage data

Car park	Number of individual charges	Date opened	Metric	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Total
Carterton Black Bourton Road	12	19/04/2022	kWh used	528.92	1,428.59	1,760.12	1,505.87	1,876.40	1794.84	2359.79	11,254.53
			Total sessions	48	111	111	98	127	105	167	767.00
			Average session duration				02:04	02:09	02:18	02:56	
Chipping Norton New Street	12	26/04/2022	kWh used	209.43	2,169.93	2,116.56	2,155.22	3,066.49	2909.03	3967.64	16,594.30
			Total sessions	29	164	176	166	236	217	265	1,253.00
			Average session duration				03:31	03:14	04:23	04:36	
Eynsham Back Lane	12	12/04/2022	kWh used	322.14	969.98	952.61	660.20	853.10	1673.83	2028.77	7,460.63
			Total sessions	39	55	50	40	51	70	82	387.00
			Average session duration				03:12	03:17	03:48	03:23	
Witney Woodford Way	16	04/04/2022	kWh used	1,099.57	2,608.62	2,960.74	3,378.36	3,590.88	2734.46	3545.17	19,917.80
			Total sessions	93	150	179	183	173	158	202	1,138.00
			Average session duration				03:27	03:52	03:16	03:11	
Woodstock Hensington Road	12	19/04/2022	kWh used	970.51	2,966.70	3,118.76	3,336.07	4,411.80	3978.73	6234.03	25,016.60
			Total sessions	67	179	185	182	243	189	308	1,353.00
			Average session duration				04:05	04:00	05:19	04:03	

Policy EVI 3 of the Oxfordshire Electric Vehicle Infrastructure Strategy (OEVIS) states that: "The Councils will aspire to reach or exceed a target of converting 7.5% of local authority managed public car park spaces, to fast or rapid EV charging by 2025".

To increase the number of chargers, Oxfordshire authorities jointly applied to the local electric vehicle infrastructure (LEVI) pilot funding in June this year. The Office for Zero Emission Vehicles (OZEV) decided not to fund the project due to the need to 'level up' other areas; however, advised that the bid should be resubmitted for main LEVI funding. OZEV have noted the unhelpful

competitive nature of the bidding process and that innovation should not be prioritised for innovation's sake when many councils simply need to roll out proven solutions like cable gullies and EV hubs. There remains, however, several uncertainties around the LEVI funding in relation to:

- When the main LEVI fund will open – potentially the start of next F/Y, or earlier in Jan/Feb if government want to spend ASAP. There is the possibility that it could be put back/cancelled with change of leadership.
- Over how many years the £450 million fund will be spread – no current indication.
- How the £50 million revenue funding will be allocated – whether it will be used to fund core project management as part of projects, staff training, or separate non-capital projects.
- How the main LEVI bidding process will work – whether it will be competitive (like the LEVI pilot) or rolling programme assessing merit of each project (like ORCS).
- Other limitations on submissions e.g. max value per bid.

Given the above, the Council should not wait for the main LEVI fund to install more chargers. One approach is for the Council to invest in chargers, potentially in conjunction with solar generation. Further work is required to determine whether this approach is viable, taking into account cost, revenue and risk.

Another option is to commence with a procurement exercise to find a provider to deliver a fully funded turnkey solution. Soft market testing with charge point operators (CPOs) indicates:

- Many players in the market seem willing to offer fully funded schemes as long as the contract is long enough, i.e. 15 years as standard, they own the kit, and the portfolio is a good mix.
- Most see a mix of residential sites and park and rides/fast and rapid chargers as appealing, with most willing to enter consortia if they cannot provide all themselves.
- Most see the inclusion of rapid chargers at residential sites as appealing, others consider this essential.
- Strong overall preference for profit share model based on open-book, as it is simple and the industry standard.
- Most need flexibility in setting own tariffs that flex with energy prices and are able to commit to set profit margins, e.g. pence per kW.
- Fairly unanimous support for a phased approach to rollout. Some see key benefits in initial oversupply to encourage uptake.
- All supportive of inclusivity e.g. provision of larger bays.
- All seemingly willing to consider solar/battery.

If this is the preferred approach, the next step is to draw up detailed tender specifications to encourage competition around quality and profit share:

- Determine which sites, in addition to the LEVI shortlist, should be installed with chargers to meet OEVIS requirements.
- Identify market attractiveness and how sites can be grouped to support delivery across the district.
- Specify number of rapid/ultra-rapid chargers for each site.
- Set out requirements for accessible and specialist bays, e.g. for larger vans, car clubs etc.
- Reflect on what our expectations/requirements are around income share over the life of the contract.
- Consider where renewables and battery storage are desirable, how this might be funded, and whether the Council can sell solar energy to operators.
- Establish timescales and appropriate phasing.

EVCP provision in the Woodgreen council offices car park is being considered as part of the wider agile working strategy.

2. Council vehicle fleet

The Waste Service Review is underway and will assess options for the replacement of the waste vehicle fleet. Consideration is also being given to other Council controlled vehicles and how the switch to EV can be facilitated.

3. Town and Parish Council micro-hubs

In addition to our own sites, a large number of sites owned by Town and Parish Councils have been put forward for potential mini EV charging hubs. Some of these sites are close to where large numbers of residents lack off-street parking, and others are in villages where public EV charging is needed for visitors. These smaller micro-hubs can fill the gaps between key EV charging hubs. These sites are likely be less profitable/fully fundable for CPOs; however, could potentially be cheap to install if EV chargers are connected to existing energy supplies and avoid new DNO connection.

A similar scheme to Plug-in Suffolk is proposed, where EV chargers are procured and installed by the County Council and gifted to Town and Parish councils to run as community assets. The modest income could be used to fund ongoing EVCP maintenance. OCC would like to bid for internal funding to offer a similar scheme similar to fast-track the deployment of public EV charging in some of these remote areas. Funding could potentially come from the On-street Residential Chargepoint Scheme (ORCS) or other funding secured directly by Town and Parish Councils. Expressions of interest have been received from some parish councils in West Oxfordshire. This work is led by OCC as part of the PaZCO Net Zero Route Map and Action Plan. Planning permission, consents and monitoring all need to be considered.

4. On-street charging

The OxGul-e project has been testing a low-tech solution that allows residents without a driveway to safely charge their car on the street outside their home using home power supply. The Gul-e is a simple channel installed in the pavement that allows a cable to be safely connected between a wall-mounted charger and an EV at the kerbside. It has been created by ODS Group, Oxford City Council's local authority trading company.

The cost per Gul-E needs to be reduced as it is still higher than most people are willing to pay. LEVI funding could subsidise the cost of mass rollout of Gul-Es, in terms of kit and installation costs, with residents contributing towards their own charger and planning fees. In the meantime, Motability are interested in piloting Gul-Es for disabled users in Oxfordshire.

5. Car clubs

The Hooky Car Club in Hook Norton is a good example of an EV community car club. Oxfordshire councils have a role in facilitating the rollout of similar schemes across the district, as well as the wider promotion of EVs and chargers. One such way could be through Oxfordshire Climate Action.

The Council will continue to work closely with other districts regarding EVs and learn from best practice.