



On-street EV Charging Pilot Up and Running: Lessons from Oxford City Council



- **Oxford:** moving towards sustainable transport
- Low Emission Zone
- Public and active transport
- Low Emission Strategy
- Zero Emission Zone



Nitrogen Dioxide (NO₂) pollution



**Growing economy
In-commuting Congestion**





On-street charging

- ULEV uptake low
- Historic & dense urban centre
- 28% terraced houses
- Drivers want to charge 'at home' but most park on street

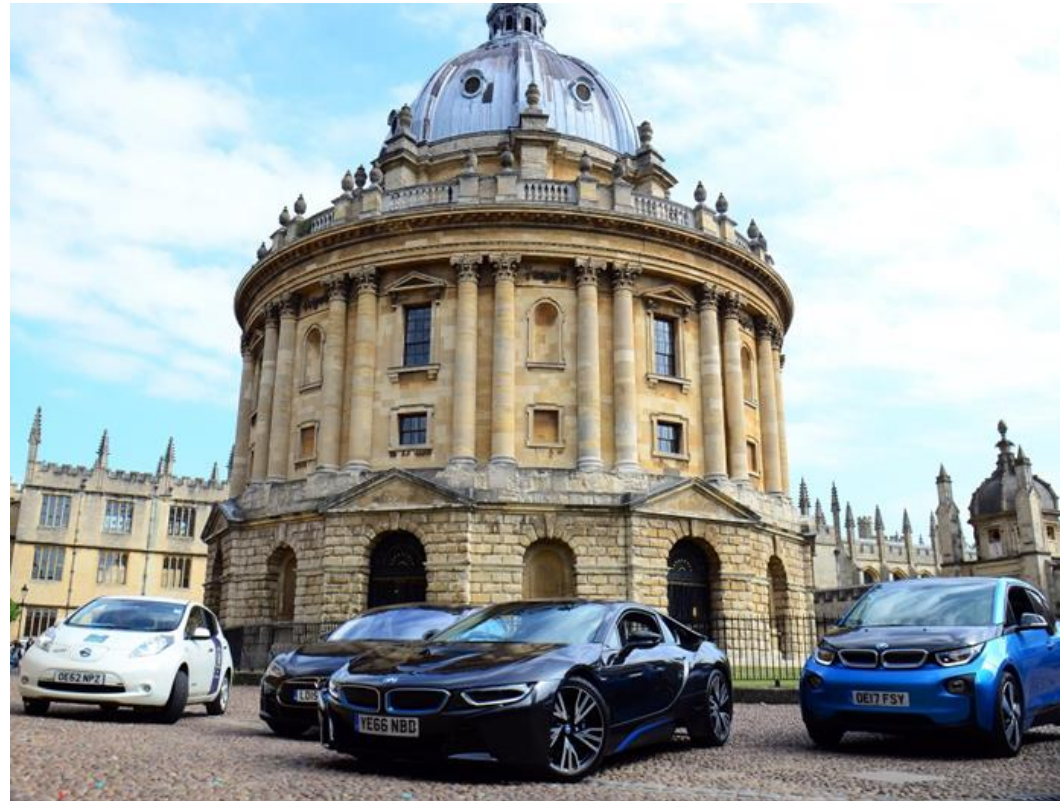






'At home' charging for residents without access to off-street parking

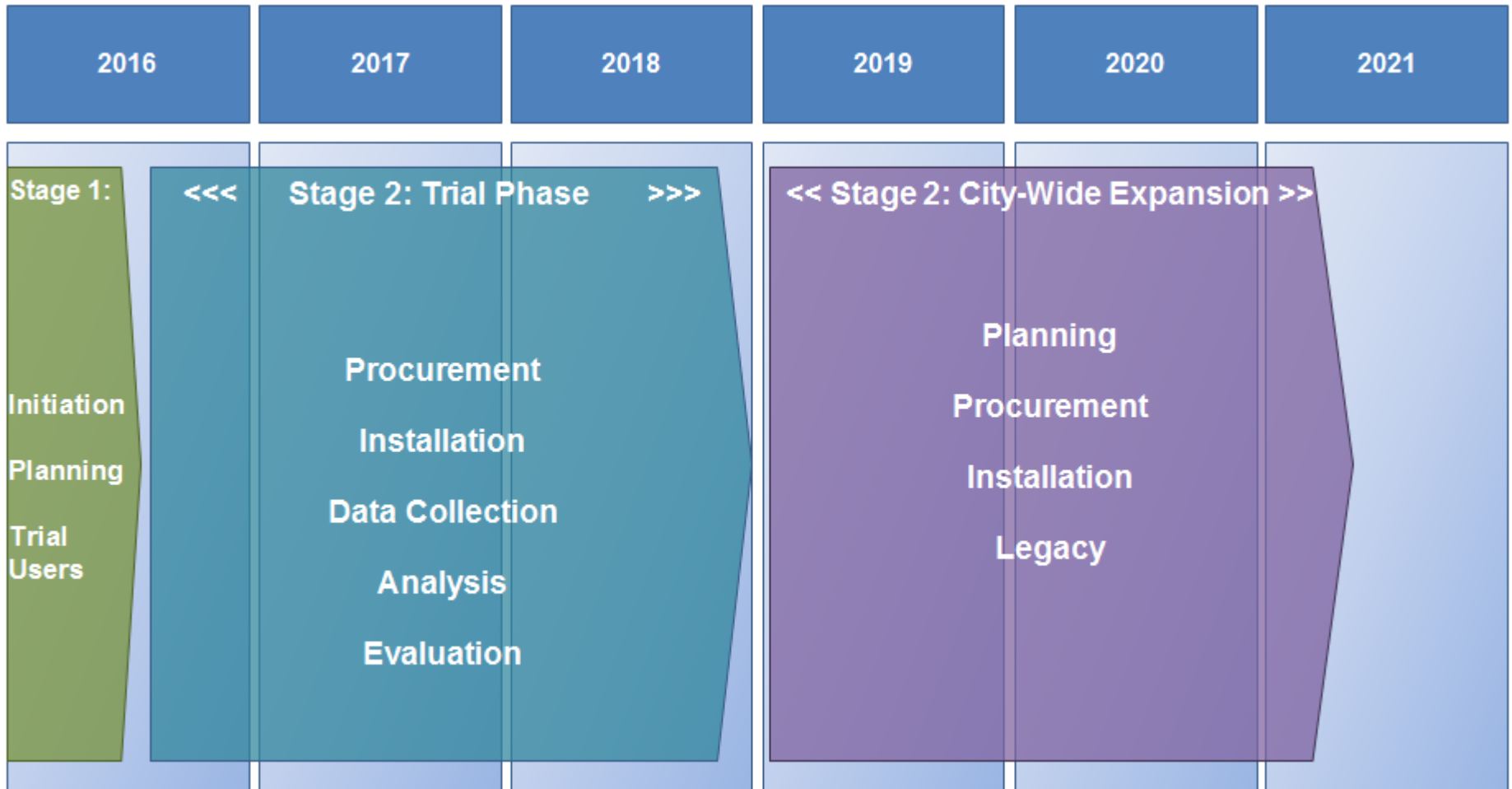
- £800,000 from Go Ultra Low Cities
- Phased approach:
 - Trial
 - Roll-out
- On-street charging



Office for
Low Emission
Vehicles

Timelines

GO ULTRA LOW OXFORD





Testing practical solutions



30+ Installations
20 Volunteers
10 Co-wheels cars

- 6 charger types
- New Motion back office
- High to low tech
- Volunteer ULEV drivers
 - 12 purchased after signing up





Lamp column charging

- Evolt Opticharge & Ubitricity sockets

Cable channels with home charger

- No dedicated EV charging space
- Access is not public

Charging pillars

- Evolt, Franklin Energy & Zeta
- Public access
- Dedicated EV charging space

newmotion[®]

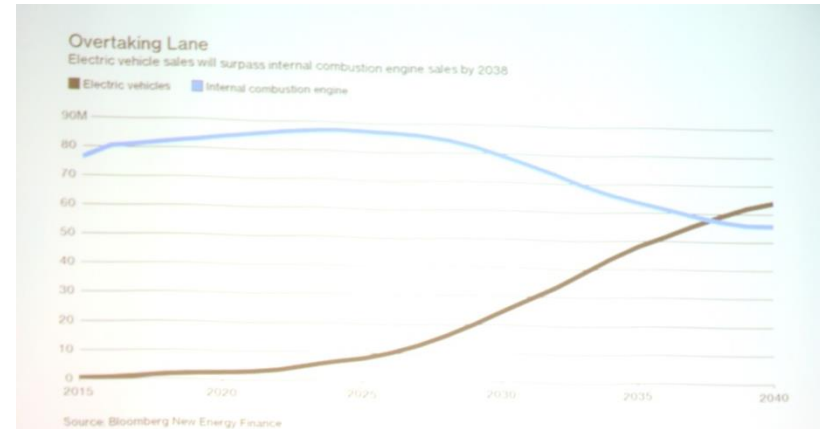


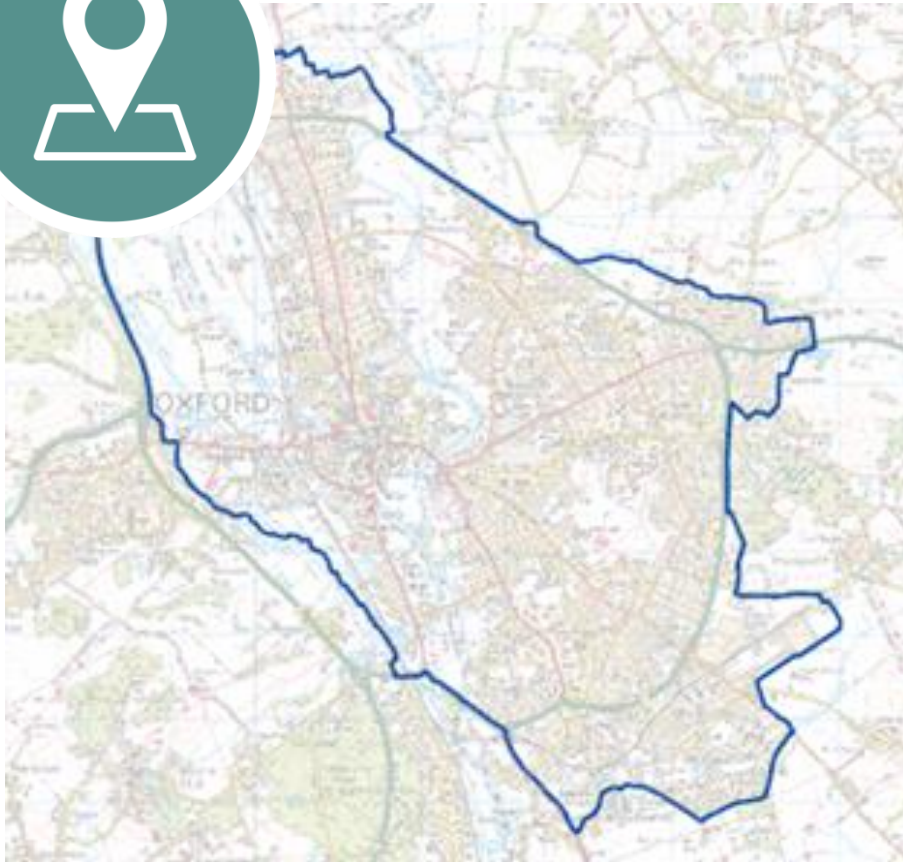


- Interviews & charging data
- User experience, behaviour change, efficiency, performance, value for money
- Guidance document; options for scaling up



Centre on
Innovation
and Energy
Demand

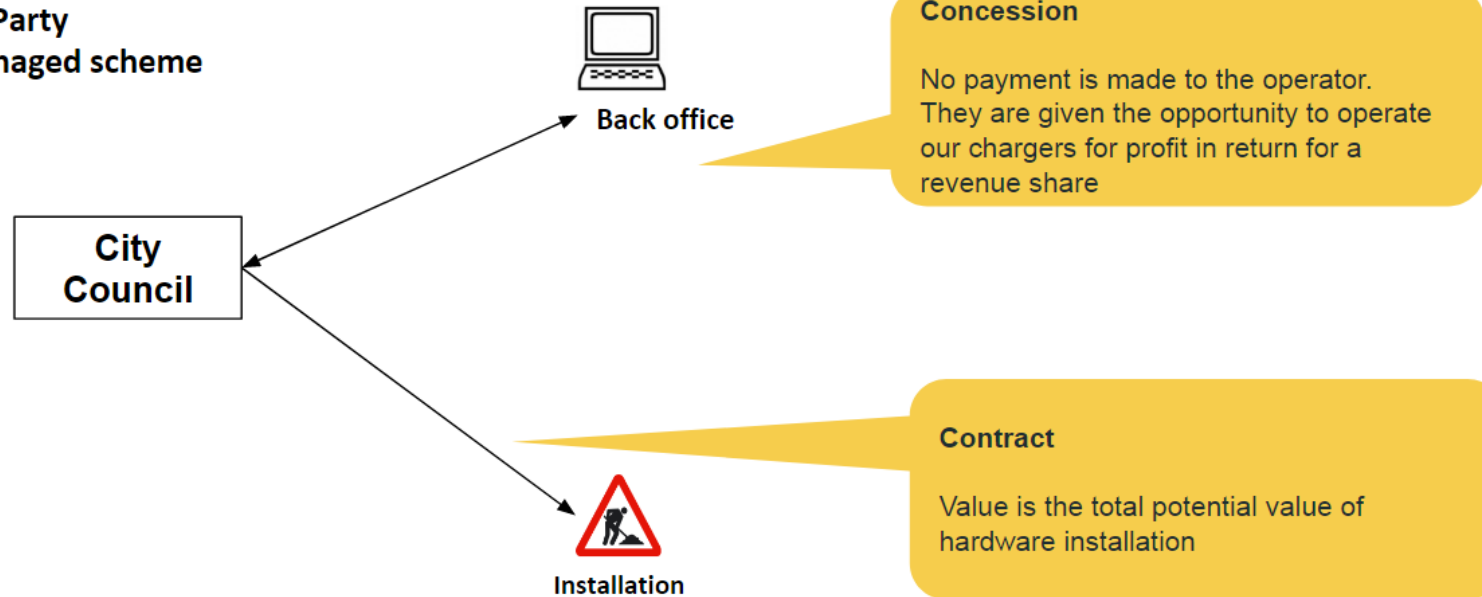




- Up to 100 chargers
- Trial evaluations inform choices
- Legacy & sustainability:
 - Minimise resource needs
 - Revenue generation
 - City-wide policy
 - Share learning



Outsourced/
3rd Party
managed scheme



- Meeting the specification
- Customer service
- Value for money for customers
- Value for the tax-payer's money in the long & short term



- Location, location, location
- Local engagement
- Pavement width
- Grid constraints
- Street level capacity data
- DNOs and ICPs



Scottish & Southern
Electricity Networks

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THANK YOU