

# **Report to Licensing Committee**

**Date of meeting: 21 March 2022**



**Epping Forest  
District Council**

**Subject: Electric vehicles and charging points for taxis**

**Officer contact for further information:**

Stephen Lloyd Jones, 01992 564000 ext 2723

**Committee Secretary:** Adrian Hendry, 01992 564246

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**Recommendations:**

**An information note by the Sustainable Transport Officer on the potential for electric taxis operating in the district.**

**Background**

1. At the Licensing Committee on 13 October 2021, it was agreed that our Sustainable Transport Officer, Stephen Lloyd-Jones (SLJ) would provide an update to Members on the steps the Council are taking towards the increased provision of electric charging points and the engagement with taxi drivers towards use of electric vehicles (EV) in the district. This is important in terms of the sustainable transport agenda and meeting the Council's climate change objectives. SLJ had intended presenting his report in person to be able to respond to questions but, following required changes to Licensing Committee date, he is unable to do so. The report below is a summary of the situation to date and SLJ will attend next Licensing Committee to update further and answer relevant questions

**Report**

Switching to EV is in many ways ideal for the taxi and minicab trade – high local mileage, lower running and maintenance costs, less to go wrong, proven in the London market (black cab and minicab/Uber). However, we needed to run a survey of the EFDC licensed base to understand the incentives and barriers to switching as EV minicabs are still a rarity in Essex.

Key results of the survey highlight some of the major issues affecting the trade:

- Whilst non plug-in hybrid vehicles are common (36%), diesel is the fuel of choice for 51% and plug-in hybrid and EV are almost non-existent.
- Almost all vehicles are kept at home overnight, but 56% have no viable way to charge at home (this appears higher than the general population where 36% of local homes are estimated to have no off-street parking).
- Even pre-Covid, 80% of drivers were doing average daily mileages well within the range of a modern EV in a fully charged state although the typical “very busy” day pre-Covid would have likely meant a topup charge during the day for around 45%
- A quarter had considered or are considering switching to EV
- Across all respondents, the main benefits of EV were seen as: low running and maintenance costs, high reliability and avoidance of ULEZ type charges
- The main barriers to adoption were unaffordable initial acquisition costs, lack of public charging points and range anxiety
- If a way were found to soften the blow of upfront cost, the % prepared to switch to EV went up to 30% with a further 30% unsure

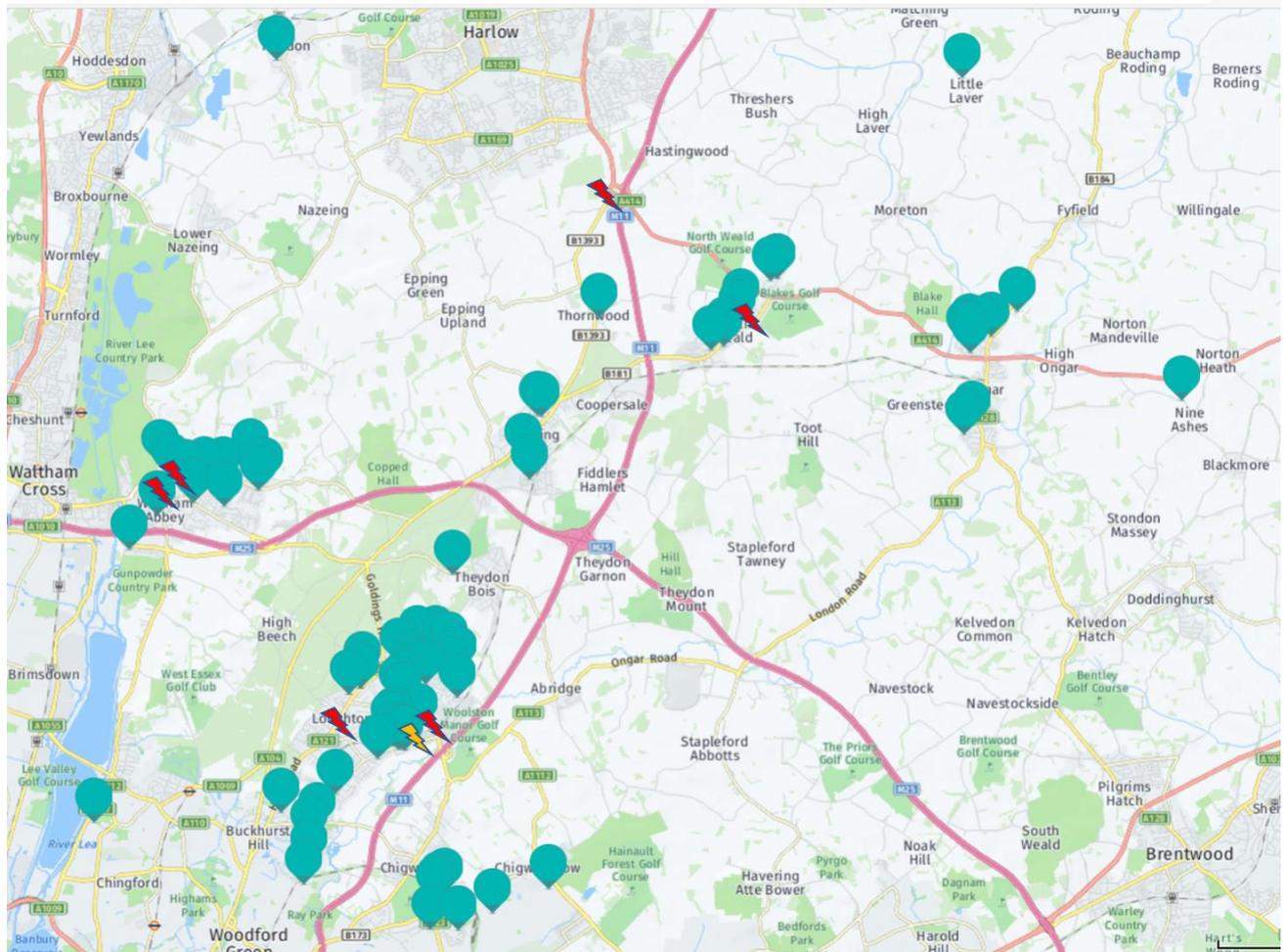
In addition, [www.zap-map.com](http://www.zap-map.com) and our own mapping analysis highlights the general under-supply of public EV charging points locally, including certain areas with clusters of drivers but zero public chargers within 2-3 miles (Chigwell, Buckhurst Hill, Epping and Ongar for example). The picture is similar for the many London black cab drivers in the District, although they clearly

have much better financial incentives to switch to EV. Even then, we have had queries from those with no off-street parking who cannot yet switch to EV.

The [EV update pages](#) on the website show what progress is being made to increase public charging on and off-street. The most important near-term improvement is the rapid chargers coming to Oakwood Hill East car park which will be ideal for local drivers in Loughton and minicab and London black cabs with rides into or seeking trade in London.

Post survey comments on how to improve things centred on increasing the fare tariff so that affordability of EV is more realistic plus of course providing more public charging points.

### Licensed EFDC minicab home locations (those living in District) + Existing Chargers



 *Oakwood Hill East car park – by end March 22*