

# Climate Impact Assessment

## Details of proposal - fill in all the areas shaded in blue

<b>Directorate and Service Area</b>	Led by ZEV & Energy Integration Team (iHub), IT, Innovation and Digital Service. Working with Environment and Place - Highways Operations and Transport & Infrastructure
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	The Oxfordshire Local Electric Vehicle Infrastructure Programme (OXLEVI)
<b>Is this a new or existing function or policy?</b>	New programme to deliver capital aspects of the existing Oxfordshire Electric Vehicle (EV) Infrastructure Strategy, and move EV Infrastructure delivery from innovation projects to mainstream BAU delivery.
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. <b>(following completion of the assessment).</b>	The OXLEVI programme will deliver EV charging infrastructure to support the transition to Zero Emission Vehicles for residents who are less able to adopt EVs due to a lack of off-street parking. The programme will enable OCC and the District and City Councils to meet the capital infrastructure targets set out in the OEVIS, and provide EV charging distributed fairly across the county, prioritising rural areas where active and public transport options are not readily available. The scheme will support the development of BAU processes for long term EV charging infrastructure provision, and a long term partnership with a commercial EV chargepoint provider, who will invest in expanding the network after grant funding from central government has been spent. The assessment shows an overall positive climate impact across energy, sustainable transport, Procurement & Investment, People & Organisations, and a just transition. The programme has built in mitigations to counteract some of the negative impacts indicated by supporting the use of private (although cleaner) vehicles, including co-location with Transport Hubs, and inclusion of car club vehicles where possible.
<b>Context / Background</b> Briefly summarise the background to the proposal, including reasons for any changes from previous versions	<p>In March 2021, Oxfordshire County Council, West Oxfordshire District Council, Cherwell District Council, South Oxfordshire District Council and Vale of White Horse District Council adopted the Oxfordshire EV Infrastructure Strategy (OEVIS), to set out Oxfordshire's strategic policies and actions required to meet growing EV infrastructure demand, and support the shift to toward zero carbon transport.</p> <p>The strategy set policies and targets across a number of areas. The OXLEVI project will actively support delivery of;</p> <ul style="list-style-type: none"> <li>•Converting 7.5% of local authority managed public car park spaces, to fast or rapid EV charging by 2025.</li> <li>•Managing local authority parking to promote EV charging bays, encourage destination and overnight charging for private vehicles, car club vehicles, and business vehicles.</li> <li>•Promoting a hierarchy of EV charging solutions for those without access to off-road parking, prioritising off-street charging, and solutions avoiding street clutter such as the cable gully.</li> </ul> <p>The Office for Zero Emission Vehicles has notified OCC of an allocation of £3.655M Capital and £529k revenue funding for delivery of EV Infrastructure, subject to approval of OCCs application with a detailed proposal. The application will be made with the support of all five of Oxfordshire's district councils, and it is anticipated that the districts will be key delivery partners in activities across the project workstreams. The OXLEVI project will use LEVI grant funding and private investment to meet predicted need for EV infrastructure and support decarbonisation of road transport, particularly in rural, car dependent communities.</p> <p>The proposal also forms the basis of transition from grant funded innovation projects to deliver EV charging, towards business as usual (BAU) delivery in partnership with commercial organisations and other community stakeholders in Oxfordshire.</p>
<b>Proposal</b> Explain the detail of the proposal, including why this has been decided as the best course of action.	<p>Delivery will focus on 4 key workstreams:</p> <ul style="list-style-type: none"> <li>•Residential EV Hubs' in Council controlled car parks in market towns, larger villages, and in Oxford.</li> <li>•EV Micro-Hubs' at community buildings, primarily in rural areas of Oxfordshire.</li> <li>•Roadside EV Chargers' on residential streets where no Residential EV Hub or EV Micro-Hub can be deployed within a 5-minute walk.</li> <li>•Park &amp; Ride EV Hubs' at OCC P&amp;R sites</li> </ul> <p>h.</p> <p>Further details of each workstream are as follows:</p> <p>i. <b>Residential EV Charging Hubs</b> In market towns and urban locations larger 'Residential EV Charging Hubs' are required to provide more EVCP spaces where density of households without off-road parking is greater. The workstream will focus on delivering these hubs in; Tier 2 council off-road parking, and in OCC controlled Highway parking which has a 'car park' style layout, for example parking in market squares or similar areas. These provide primary overnight charging for local residents, as well as destination charging for businesses, visitors and commuters during the daytime. This workstream will deliver:</p> <ul style="list-style-type: none"> <li>•A network of up to 600 LEVI grant funded standard (7-22kW) EVCPs in 'residential charging hubs' across Oxfordshire by end 2025 (phase 1), leveraging up to 60% capital contributions from a commercial CPO partner.</li> <li>•Primary overnight charging for up to 9000 households living within a 5-minute walk of hub sites.</li> <li>•Meeting OEVIS 7.5% target for EV charging spaces in non-P&amp;R council car parks by end 2025.</li> <li>•EV car-club bays, accessible EV charging bays, and light commercial EV charging bays at selected sites – linking with Transport Hub Strategy</li> <li>•Rapid EVCPs funded commercially by CPO at selected sites</li> <li>•Long-term (10-15 year) concession contracts with a chargepoint operator to deliver up to 1200 further EVCPs using a combination of private investment and developer funding (s106/CIL etc.) over a further 2 delivery phases.</li> </ul> <p>Partners</p> <ul style="list-style-type: none"> <li>•OCC – Lead and delivery on OCC controlled land</li> <li>•District and City Councils – delivery on own off-road parking estate</li> <li>•EV Charge Point Operator (CPO)</li> <li>•Possible inclusion of other public bodies i.e., NHS trusts willing to host residential charging hubs.</li> </ul> <p>ii. <b>EV Micro-hubs:</b> EV charging is a key priority for reducing transport emissions in rural communities where residents are more car dependent. However, in rural areas, securing investment in a concession contract by commercial EV Chargepoint Operators (CPOs) is challenging due to low population density making a weaker investment case. Village halls, community centres and other community assets are often located in the centre of a community or residential area, close to homes without access to off-road parking, ideal for community owned EV charging in rural areas. This workstream will deliver:</p> <ul style="list-style-type: none"> <li>•A grant scheme run by OCC to fund community EV charging assets in rural areas - filling gaps in the current network</li> <li>•A network of up to 200 public EV chargepoints in 50-100 EV Micro-Hubs hosted by community centres, village halls and other community assets across Oxfordshire</li> <li>•Owner-operated EV Micro-hubs, already piloted by Suffolk County Council which do not rely on private investment.</li> <li>•No ongoing stewardship responsibilities for OCC - The chargepoint host is responsible for the assets on their land and contract management with the CPO.</li> </ul> <p>Partners:</p> <ul style="list-style-type: none"> <li>•OCC (Lead)</li> <li>•EV Microhub hosts - Town/Parish Councils and similar non-profit organisations</li> <li>•EV chargepoint supplier/operator</li> <li>•Other stakeholders: District Councils and community organisations may assist in engaging with potential Microhub hosts. District Councils may assist with development of grant assessment criteria.</li> </ul> <p>iii. <b>Roadside EV charging:</b> There are some pockets of Oxfordshire where it may be necessary to install EV chargers at the roadside in residential streets because;</p> <ul style="list-style-type: none"> <li>•There is no off-road car park or highway car park within a 5-minute walk where a public EV charging hub can be developed</li> <li>•There are properties where cable gullies are not appropriate.</li> </ul>

<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposal and can help to inform the judgements you make about potential impact on our ability to deliver our climate commitments.</p>	<p>This proposal supports a reduction in annual carbon emissions from cars from 730k tonnes in 2022 to 51.5k in 2039, as the Oxfordshire (Car based) vehicle parc Transitions to ZEV. This data is based on an assumption that the total vehicle parc for Oxfordshire remains largely similar across this time period, and that annual mileage increases with an uplift factor of 1 applied. (National EV Insight &amp; Strategy (NEVIS) Tool data, 2023).</p> <p>The proposal targets EV charging infrastructure into areas where lack of private off-road parking (and therefore home EV charging) is a barrier to ZEV adoption. Over 34% (111,000) of Oxfordshire households have to park their car on the street, and are therefore less likely to switch to a cleaner battery electric vehicle. Currently only 19% of these households are within 5 minutes walking distance (400m) of a public EV charger. In an Oxfordshire survey of 1,758 people in October 2021:</p> <ul style="list-style-type: none"> <li>•19% of respondents had no off-street parking access</li> <li>•77% of these said this was a barrier to them owning an EV</li> <li>•67% of them said this was the biggest barrier</li> </ul> <p>Oxfordshire currently has fewer than 500 EV chargepoints (sockets) of various speeds, the majority of which are in Oxford city. To support drivers without access to an off-road home EV charger, data from the NEVIS tool indicates that Oxfordshire will need an additional 1284 fast chargers (7-22kW) by 2025, 3816 fast chargers by 2030, and 8345 by 2039. The county will also need upto 175 rapid and ultra rapid by 2025, 300 by 2030 and 607 by 2039. (Nevis Tool data, 2023) The ZEV team has used GIS data to identify locations across Oxfordshire where public EV charging infrastructure is required to support the ZEV transition, including identifying rural areas with a lack of EV charging provision, where residents are in access to services deprivation, and where car dependence on accessing services is high. Further GIS mapping and modelling will be carried out over the coming months as the site selection process for EV chargers progresses.</p>
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the proposal, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Options appraisal attached.</p>
<p><b>Completed by</b></p>	<p>Elizabeth Bohun - Lead Technologist - ZEV &amp; Energy Integration</p>
<p><b>Climate action sign off by</b></p>	<p>Tammy Marret</p>
<p><b>Director sign off by</b></p>	
<p><b>Assessment date</b></p>	<p>31/08/23</p>