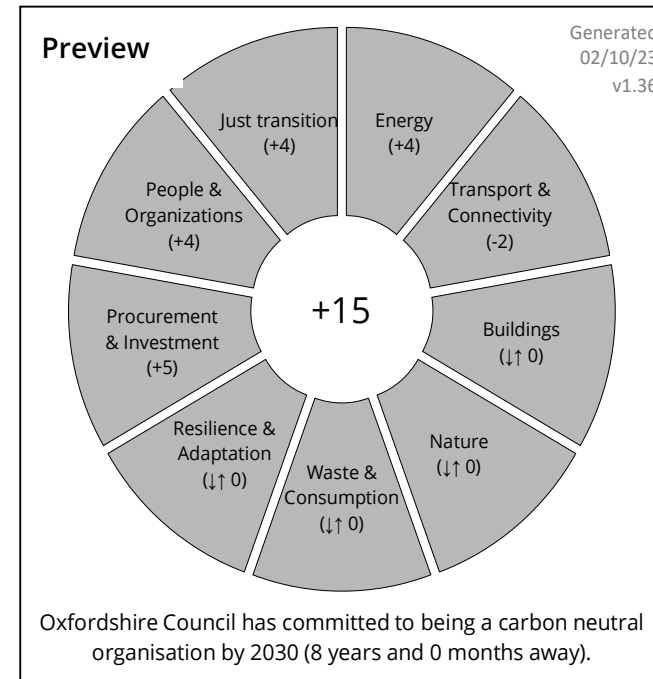


# Climate Impact Assessment

## Summary

<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>	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>	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>Completed by</b>	Elizabeth Bohun - Lead Technologist - ZEV & Energy
<b>Climate action sign off by</b>	Tammy Marret
<b>Director sign off by</b>	
<b>Assessment date</b>	45169



## Detail of proposal

<p><b>Context / Background</b></p>	<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>
<p><b>Proposal</b></p>	<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.Residential EV Charging Hubs</p> <p>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.</p>
<p><b>Evidence / Intelligence</b></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</p>

<b>Alternatives considered / rejected</b>	Options appraisal attached.
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Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	1	Promotes adoption of BEVs, which are more energy efficient than hybrid or ICE vehicles		Paul Gambrell	Monitoring of outcomes/benefits via OXLEVI Strategic Programme Board ongoing to 2039
Energy	Promotes a switch to low-carbon or renewable energy	2	Procurement will seek a charge point operator which provides 100% renewable energy.		Paul Gambrell	Feb 2024 (Procurement) - Monitoring of BEV uptake ongoing to 2039
Energy	Promotes resilient, local, smart energy systems	1	Project will seek opportunities to utilise/link with on-site renewable generation where feasible.		Paul Gambrell	
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	-3	The proposal will have a degree of negative impact by enabling private car use as drivers switch to electric vehicles. However, it does support the use of cleaner private vehicles in rural areas where public/active transport are not readily accessible. The proposal will also have positive impacts in supporting the development of transport hubs by providing the EV infrastructure element of larger hubs, providing EV charging close to public transport links, and introduce new car club locations across Oxfordshire.	Ensure continued collaboration with Transport Hub delivery team to maximise opportunities to locate EV chargers at proposed transport Hub Sites. Ensure contracting with Charge Point Operator includes clause re Car Club access to EV chargers.	Paul Gambrell	Monitoring of outcomes/benefits via OXLEVI Strategic Programme Board ongoing to 2039

Transport & Connectivity	Supports active travel	-1	Deployment of EV chargers in the highway could reduce accessibility of roads/pavements if not carefully managed. As such, the Council's OEVIS strategy prioritises use of off-road sites such as car parks wherever possible, and the project will implement this policy.	Where there is no option to avoid installing EV chargers in residential streets, the site selection process and design process will seek to assess and mitigate any impact on accessibility and active transport. Installations will follow inclusive mobility guidelines, and cycle routes will be protected. Co-location of EV charging with Transport hubs (where possible) will facilitate/highlight active travel choices for charging users.	Paul Gambrell	Monitoring of outcomes/benefits via OXLEVI Strategic Programme Board ongoing to 2039
Transport & Connectivity	Increases use of public transport	N/A	Supports private car use, although only for EVs			
Transport & Connectivity	Accelerates electrification of transport	3	Supports transition to EV for the 111,000 (34%) of Oxfordshire households without access to home EV charging. Promotes confidence in EV charging network for all types of EV drivers. Supports working drivers transition to EV.	Co-location of EV charging with Transport hubs (where possible) will facilitate/highlight public transport choices for charging users.	Paul Gambrell	Monitoring of outcomes/benefits via OXLEVI Strategic Programme Board ongoing to 2039
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A				
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces	N/A				
Waste & Consumption	Reduces overall consumption	N/A				
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	N/A				
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A				

Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	1	Our tenders will prioritise low carbon options in construction (i.e. honeycomb concrete, recycled materials etc.), renewable energy supplies to EV charge points, specifies durability of EV chargepoints and other materials to avoid waste.	Paul Gambrell	Monitoring of outcomes/benefits via OXLEVI Strategic Programme Board ongoing to 2039
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	2	The grant investment from the treasury is aligned with environmental and social governance best practice. The investment is in line with the Council's climate and environmental policy, including the LTCP commitment to net zero transport by 2040	Paul Gambrell	Monitoring of outcomes/benefits via OXLEVI Strategic Programme Board ongoing to 2039
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2	The proposal provides infrastructure to support behavioural change - EV charging infrastructure supports transition to cleaner vehicles, and car clubs support reduction in private car ownership	Paul Gambrell	Monitoring of outcomes/benefits via OXLEVI Strategic Programme Board ongoing to 2039
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	1	Proposal provides opportunities for OCC and other fleet drivers to switch to electric vehicles by providing infrastructure which can be used for both private and business vehicle charging.	Paul Gambrell	Monitoring of outcomes/benefits via OXLEVI Strategic Programme Board ongoing to 2039
Just transition	Promotes green innovation and job creation	1	This large scale proposal is likely to result in additional 'green jobs' i.e. OCC staff to manage and deliver EV infrastructure in future deployment rounds, additional jobs at EV charging service providers and car clubs. Supports the production of green EV charging services.	Paul Gambrell	Monitoring of outcomes/benefits via OXLEVI Strategic Programme Board ongoing to 2039
Just transition	Promotes health and wellbeing	1	Improves Air Quality through increased Ev adoption and subsequent reduction in Nox emissions	Paul Gambrell	Monitoring of outcomes/benefits via OXLEVI Strategic Programme Board ongoing to 2040

Just transition

Reduces poverty and inequality

2

The proposal prioritises the delivery of EV infrastructure in rural areas where access to services deprivation is higher, and seeks to ensure lower and medium income areas are supported with adequate EV charging access, and low cost access to BEVs through car clubs. The proposal also takes into account the needs of disabled drivers through provision of EV infrastructure in line with government guidelines and provision of disabled parking places with EV charging.

Paul  
Gambrell

Monitoring of  
outcomes/benefits via  
OXLEVI Strategic  
Programme Board  
ongoing to 2039