Division(s) affected: *Bampton & Carterton South; Brize Norton & Carterton East; Burford & Carterton West; Eynsham; Headington & Quarry; Henley Isis; Jericho & Osney; Kidlington West; Leys; Shrivenham; Summertown & Walton Manor; Witney South & Central; Witney West & Ducklington*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

03 SEPTEMBER 2026

COUNTYWIDE – PROPOSED ELECTRIC VEHICLE CHARGING ONLY PARKING BAYS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the following dedicated Electric Vehicle (EV) charging only parking places, as advertised:

- **a) Parking bays at 7 Hockmore Street, Cowley, Oxford,**
- **b) Parking spaces at the side of 26 Whitehouse Road, Salter Close, Oxford,**
- **c) Parking spaces outside 25 Water Eaton Road, Cutteslowe, Oxford,**
- **d) Parking spaces at side of 94 Botley Road, on Binsey Lane, Oxford,**
- **e) Parking spaces outside 299 Cowley Road, East Oxford,**
- **f) Parking bays at Green Furlong, Berinsfield,**
- **g) Parking area on Barns Lane, Burford,**
- **h) Parking bays at Bull Ring, Deddington,**
- **i) Parking spaces outside 11 The Phelps, Kidlington, pending the Council being unable to find better supported alternative sites in the immediate vicinity via engagement with residents in the Traffic Regulation Order consultation process,**
- **j) Parking bays outside of 101 to side of 131 Cuddesdon Way, Oxford, pending an alternative off-street site not being deliverable under the same programme.**

Approve the following the dedicated Electric Vehicle (EV) charging only parking places, as amended from advertised:

- **k) Parking bays at side of 68 Hamilton Road, Oxford – amended so that EV charging units are installed on build-outs in the carriageway rather than on the footway,**

l) Parking bays outside 2 Clements Road, Henley-on-Thames – amended to reduce from six to four bays,

m) Parking bays at Market Square, Bampton – amended to three bays only (2 x 7kW standard and 1 x 50kW rapid chargers),

n) Parking bays at 26 Shrivenham High Street – amended to four bays only, pending engagement with Shrivenham Parish Council about future plans for Martens Road and Shrivenham Memorial Hall,

o) Parking spaces outside of 21 Latimer Road, Headington - amended to four bays, pending the Council being unable to find better supported alternative sites in the immediate vicinity via engagement with residents in the Traffic Regulation Order consultation process.

Defer a decision on the following dedicated Electric Vehicle (EV) charging only parking places, as amended from advertised:

p) Parking spaces outside Church Green, Witney – defer to consult more fully with Witney Town Council on an amended proposal for four bays (only) in proposed location.

Not approve the following the dedicated Electric Vehicle (EV) charging only parking places, as advertised:

q) Parking spaces at side of 73 Hill View, Carterton,

r) Parking spaces outside 9 Mill Street, Eynsham.

Executive Summary

2. Oxfordshire County Council has been awarded £4 million of central government grant funding to install 1,500 public electric vehicle (EV) chargers across Oxfordshire between now and summer 2028. When delivered this will be the largest installation of public EV charging points seen in the county – doubling the number currently available – and is designed to support residents ahead of the 2030 deadline beyond which no new diesel or petrol cars can be sold in the UK.

3. The main aims of the Oxfordshire local electric vehicle infrastructure programme (known as LEVI) are to provide convenient primary charging locations for the estimated 30% of Oxfordshire residents who do not have a driveway or private off-street parking, and to ensure that car dependent rural areas and areas of deprivation are not left behind and disadvantaged in the transition to EVs.

4. Most of the new public EV chargers will be installed in hubs within council-owned off-street car parks. Where this is not possible or will not provide enough EV charging capacity to meet requirements, EV chargers will be installed on the public highway and on residential streets. It is expected that around 500 of the 1,500 proposed chargers will be on-street and installed on the public highway.

5. Where EV chargers are installed on the public highway, a formal consultation takes place with residents and stakeholders via the 'Traffic Regulation Order' process. This report presents comments received on the first 18 of the 100+ anticipated on-street sites and the response to objections from County Council Officers. Sites are presented in detail in **Annexes 1-18.**

6. While many respondents acknowledged and recognised the need for EV infrastructure to be installed, feedback also included concerns and objections. Common themes were concern about parking pressure, concern about a reduction in footway widths and the effect on active travel, the visual impact of the proposed EV chargers in conservation areas, uncertainty about who the EV chargers are intended for (i.e. residents of the immediate area or not), perceived lack of need/demand for public EV chargers (either at all or in these locations) and a general lack of clarity or detailed information about the proposals.

7. Officers have considered this feedback and tried to balance it with the aims and potential coverage of the wider programme when making their recommendations for this first package of on-street chargers.

Background

8. The proposals in this report form one part of a county-wide local electric vehicle infrastructure programme known as LEVI. The programme also involves providing chargers in council-owned car parks, installing cable channels and commissioning community micro-hub solutions in rural areas. Decisions on some of the sites are pending feasibility and other assessments.

9. The programme aims to encourage residents to make the switch to driving electric vehicles in line with the Zero Emissions Vehicles mandate which will prohibit the sale of new petrol or diesel cars from 2030 onwards.

10. A key ambition is to provide a charging network that is accessible regardless of where a resident lives in the county, their level of income or their parking situation, as well as being reliable, easy-to-use and contactless. This is in the context of the price of new EVs falling and the second-hand market growing; and where in some cases running an EV can work out cheaper than a traditional petrol or diesel car.

11. The focus will be on standard 7kW chargers that residents without home chargers can charge their EVs with at discounted energy rates whilst parked overnight. There will also be a smaller number of rapid 50kw+ chargers installed in strategic locations.

12. The proposed chargers relevant to this report are some of the most discrete on the market; small units in recessive black colouring that have been widely accepted in similar areas elsewhere in the UK. In some instances, a larger 'rapid' 50kW DC charger is being proposed where appropriate in terms of use case and available electrical supply.

13. When proposing sites for on-street chargers, officers have considered areas where a high proportion of residents lack off-street parking and intelligence gathered from site assessments. These assessments involve longlisting using data analysis, assessing off-street opportunities, some level of informal consultation with Town and Parish Councils, and some level of informal consultation with residents. Officers have then shortlisted sites following internal engagement with colleagues across the Place Shaping, Transport Planning, Parking, and Network Management teams, further stakeholder engagement, and the chargepoint operator (CPO) tender process.

14. The programme is funded from a combination of central government grant funding and investment from CPOs. Two contracts have been awarded to Connected Kerb and EZ-Charge. Connected Kerb has been selected to install and operate on-street chargers on the highway (as well as Oxfordshire County Council-run park and ride sites and other car parks). EZ-Charge has been chosen to install and operate charging hubs in District and City council car parks throughout Oxfordshire.

Corporate Policies and Priorities

15. The proposals align with Policy 29 in Oxfordshire's most recent Local Transport and Connectivity Plan (LTCP5) which states that we will 'ensure that charging and refuelling infrastructure is accessible to all and deployed in a fair and affordable way to support all communities' and specifically that we will:

a) Work in association with our district councils to integrate the Oxfordshire Electric Vehicle Infrastructure Strategy into the planning process, ensuring that new developments and infrastructure make appropriate future-proofed provision for EV charging infrastructure.

b) Develop a longer-term strategy to meet the infrastructure requirements of Zero Emission Vehicles (ZEVs) of all propulsion types and classes, integrating these into planning of developments and infrastructure to support the vision for Oxfordshire's net-zero transport system

c) Support the delivery of ZEV strategies developed by our District and City councils.

16. Accelerating the rollout of public EV chargepoints through the LEVI is in line with our Oxfordshire's Electric Vehicle Infrastructure Strategy (OEVIS); while the ambitions of the LEVI programme go beyond the current iteration of the strategy, the proposals in this report are closely linked to its policy objectives, including:

a) Policy EVI 1: The Councils will collaborate to enable and encourage deployment of public EV chargepoints in Oxfordshire towards meeting predicted demand by 2025 in line with national targets and with reference to European directives.

b) Policy EVI 2: The Councils will collaborate to seek funding for EV infrastructure and support the development of a self-sustaining EV charging network for Oxfordshire which relies less heavily on continuing public finance support in the future and minimises the impact on existing and future Council budgets

Financial Implications

17. Funding for consultation on the proposals (and implementation if approved) has been provided by a combination of grant funding from the Department of Transport (Local EV Infrastructure funding and Go Ultra Low Oxford funding). and significant investment from Oxfordshire County Council's appointed chargepoint operator Connected Kerb.

18. An initial business case has been drafted, and officers can confirm that any income raised from the chargers will be able to be used for ongoing contract management, and any required maintenance of the signs & lines associated with the infrastructure, whilst the County Council's TRO and Schemes team also undertake routine maintenance of signs & lines associated with parking schemes as identified. Additionally, the chargers themselves will remain in the ownership of the CPO, who will be responsible for the ongoing maintenance & upkeep of them.

19. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

20. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

21. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

22. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Property & Assets', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected

Equality & Inclusion Implications

23. Officers note that although no disabled parking spaces are being removed or affected directly by the proposals, the proposals may have a negative impact on those with mobility issues in terms of parking provision. In the same way as all other drivers, they will no longer be able to park in the EV charging only bays unless they are charging an EV. However, is it noted that the proposals intend to provide EV charging solutions that can be used by all EV drivers, thereby helping to support disabled drivers across the county to switch to an EV in the same way as all other drivers.

24. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons' Parking Places on a case-by-case basis, subject to applicant and site suitability. This is provided free of charge to the applicant and will provide additional parking capacity for any holder of an authorised current blue badge.

25. An Equalities Impact Assessment outlining the impacts of the overall set of proposals (as consulted upon) on a range of groups is available in **Annex 19**.

Sustainability Implications

26. The proposals that have been put forward will have an overall extremely positive impact on reducing carbon emissions in Oxfordshire and improving air quality, in that they will allow a significant number of residents to switch to electric vehicles that would otherwise not be able to.

27. The proposed EV chargers also open up the opportunity to support the introduction, at a later date, of shared EV car club vehicles which could encourage local residents to give up or reduce their usage of their privately-owned cars (or their second/third cars) and therefore encourage more sustainable transport decisions. This could reduce the amount of congestion on the road, freeing up road space and reducing the amount of individual privately owned vehicles that are purchased in the county.

Risk Management

28. Where EV chargers are deployed on the Highway it is necessary to site all equipment and charging bays at least 2.5m from any existing electrical infrastructure (such a lamp columns) that may have been differently earthed in order to mitigate against the potential simultaneous touch risk (SIM touch risk). The site selection and feasibility process that has informed the proposed sites has taken this into consideration and all SIM touch risk has been avoided.

29. In order to mitigate against the risk of damage to EV chargers by vehicle strike, all EV chargers installed on the carriageway will be protected by appropriate bollard or hoop protection, and all EV chargers installed on the footway itself will be positioned 45cm from the kerb edge. All feeder pillars (a necessary associated element of the installation) will be installed at the back of the footway or in a similar location away from the kerb edge to ensure the risk of vehicle strike is suitably mitigated.

30. No other significant health and safety or service provision risks have been identified in these proposals.

Formal Consultation

31. Formal consultation was carried out between 8 July and 7 August 2026, with notices published in the Witney & West Oxfordshire Gazette, Oxford Times, Banbury Guardian, and Henley Standard newspapers. An email was sent to statutory consultees and key-stakeholders, including (but not limited to) the following:

    - Thames Valley Police, the Fire & Rescue Service, Ambulance service, local Bus operators, countywide transport/access & disabled peoples user groups,

- Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of Wite Horse District Council, West Oxfordshire District Council,
- relevant local District & City Ward Councillors,
- Blackbird Leys, Kidlington, Deddington, Berinsfield, Shrivenham, Bampton, and Eynsham Parish Councils,
- Henley-on-Thames, Witney, Burford, and Carterton Town Councils, and
- the local County Councillors representing the Jericho & Osney, Leys, Summertown & Walton Manor, Isis, Headington & Quarry, Kidlington West, Berinsfield & Garsington, Henley, Shrivenham, Witney South & Central, Witney West & Ducklington, Burford & Carterton West, Bampton & Carterton South, Eynsham, and Brize Norton & Carterton East divisions.

32. Letters were also sent to approximately 120 properties in Cherwell, 775 in Oxford City, 165 in South Oxfordshire, 90 in the Vale of White Horse, and 425 in West Oxfordshire in the immediate vicinity of the proposals. Public notices were also erected on site at each of the specific locations.

33. During the course of the formal consultation 677 individual responses were received via the online survey, and these are summarised in the tables below:

Table 1 – Oxford City:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Binsey Lane	70	12	30	77
Cowley Road	60	11	30	81
Cuddesdon Way	60	11	28	80
Hockmore Street	57	9	29	86
Kings Cross Road	59	9	32	81
Latimer Road	69	11	29	76
Salter Close	50	11	32	85
Water Eaton Road	58	12	30	79

Table 2 – Cherwell:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Deddington (Bull Ring)	47	6	22	16
Kidlington (The Phelps)	39	6	20	20

Table 3 – South Oxfordshire:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Berinsfield (Green Furlong)	30	8	19	18
Henley (Clements Road)	41	5	16	15

Table 4 – Vale of White Horse:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Shrivenham (High Street)	43	9	13	6

Table 5 – West Oxfordshire:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Bampton (Market Square)	355	33	24	76
Burford (Barns Lane)	110	22	26	227
Carterton (Hill View)	153	23	28	196
Eynsham (Mill Street)	149	18	28	201
Witney (Church Green)	167	32	39	165

34. Charts displaying the results graphically, can also be viewed in **Annex 21**.

35. Additionally, a further 49 responses were received directly by email which offered a mix of support, objection and other comments. Some of those respondents also completed the online survey, and provided additional context to what they had submitted.

36. West Oxfordshire District Council submitted an objection ('e50' in **Annex 20**) to the proposals for the Bullring in Deddington specifically. Whilst Officers have had time to acknowledge receipt, due to the response being received after the consultation deadline and after the report had been drafted, Officers have been unable to respond to their concerns in the body of this report.

37. The full responses are shown in **Annex 20**, with more detailed responses from Oxfordshire Liveable Streets, Coalition for Healthy Streets and Active Travel, Headington Liveable Streets, and a local resident provided separately in **Annexes 22-25**.

38. Copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing

personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

39. The most common objections include concerns about worsening parking pressure, reduction in footway widths and the effect on active travel, and the visual impact of the proposed EV chargers in conservation areas, as well as uncertainty about who the EV chargers are intended for (i.e. residents of the immediate area or not), perceived lack of need/demand for public EV chargers (either at all or in these locations) and a general lack of clarity or detailed information about the proposals.

40. The Council considers broad objections along the lines of EVs bringing no positive benefits and/or being unnecessary or undesirable in and of themselves do not take into account that there is already overwhelming support for EVs set out in agreed Council policies and strategies and a widely recognised need to electrify transport systems in Oxfordshire as quickly as possible to achieve the county's decarbonisation targets as set out in Climate Action Framework 2026-2030, Pathways to a Zero Carbon Oxfordshire, and Oxfordshire's Net Zero Route Map and Action Plan.

41. Similarly, the Council considers that objections along the lines of claims that the projected rate of EV uptake for Oxfordshire are over-exaggerated, or that people in a specific areas will simply not ever want to switch to EV, do not take into account that there is strong evidence (Source – CENEX National EV Insights tool) to support the modelling of a rapid Oxfordshire-wide transition to EV leading to three in four cars on the road being fully electric by 2040.

42. In addition, there is a strong desire from Councils, as well as mandate from the Department for Transport, for the use of the already secured grant funding to ensure that residents without driveways, including residents in areas of deprivation or rural areas, are not disadvantaged in this positive transition or denied access to the benefits of driving electric (rather than petrol or diesel) vehicles.

43. The Council considers that objections based on the claim that anyone wanting to switch to EV should simply install a home charger on their driveway and that therefore public chargers are never needed does not account for the estimated 30% of Oxfordshire residents who do not have access to private driveways or off-street parking (source: Field Dynamics).

44. The Council considers objections based on the proposals not being appropriate due to the parking pressure being caused by a high level of nearby residents not having driveways and needing to park on-street *do* warrant some consideration of individual circumstances. However, it should be recognised

that it is precisely because a high proportion of residents in these areas have no other option than to park on-street that these particular areas have been identified as needing public on-street EV chargers.

45. The Council considers that objections along the lines of querying why a specific rural area or area of deprivation has been selected, when other areas or locations elsewhere in Oxfordshire that are perceived to be more essential or obvious have not been chosen, do not account for the fact that these 18 sites are the first in a very large county-wide programme, the fuller details of which have yet to be publicly announced as all other sites are too early in the feasibility process.

46. Concerns have been raised about specific sites and the overall proposals consulted on here related to footway widths when placing chargers on the footway and the preference for them to be placed on build outs. There were related comments about active travel concerns. This concern is responded to in the following points.

47. The proposals across the programme aim to preserve a minimum residual pavement width (after installation of proposed infrastructure) of 1.2 metres, which aligns with the minimum standards set out in the government's Inclusive Mobility guidelines (most recently updated in December 2021, Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure). These guidelines state that where an obstacle such as EV charging equipment is present, the footway should not be reduced to less than 1 metre (and that the maximum length of that space should be 6 metres).

48. The Local Transport and Connectivity Plan (LTCP5) sets out a framework that prioritises active and public transport generally but does not specify required pavement width clearance specific to the siting of EV chargers, nor does it state that they should be prohibited on the footway.

49. The Oxfordshire Walking Design Standards set out standards for minimum pavement widths specifically in new developments, neither these nor the Street Design Guide contain a clear policy around minimum pavement clearances in for EV chargers installed retrospectively/retrofitted onto existing public Highway locations in Oxfordshire. It is understood that the Oxfordshire Street Design Guide is set to be updated .

50. In the absence of any clear standard or requirement, the project team intends to adopt for the recommendations within this report a slightly revised standard that goes above and beyond the Inclusive Mobility Guidelines and makes greater allowance for supporting active travel, whilst recognising that it will not be possible to deliver the intended public EV charging programme in Oxfordshire to the scale required without installing at least some infrastructure on the footway.

51. It is proposed that the recommendations set out in this report will approve sites where a) a residual footway width of >2 metres shall be maintained on streets with high pedestrian flow (for example, but not solely, High Streets, Civic Streets or near schools), and b) a residual footway width of >1.5 metres (which is recognised in the Inclusive Mobility Guidelines as 'enabling a wheelchair used and a walker to pass each other) shall be maintained on residential roads and connector streets. Where it is not possible to meet these minimum standards, EV chargers will installed on build-outs on the carriageway.

52. Any requirements over and above this would have a highly detrimental effect on the overall cost and business case for the scheme that would mean the grant funding would achieve a significantly lower number of chargers than required for the overall scheme and would likely mean an overall slower/reduced uptake of EVs and/or that certain areas were unfairly disadvantaged.

53. The remainder of this report will consider each individual site proposal, and the responses received that are directly pertinent to that site, noting that many of the objections for these sites are in fact not specific to the site in question and have been addressed in the above comments.

Parking bays at 7 Hockmore Street, Cowley, Oxford:

54. Recommendation to approve proposal as advertised.

55. The only objections received that are specific to this site relate to concerns about the reduction in footway width as a result of the intended installation of EV charging equipment and the impact this would have on active travel. Whilst it was not clearly enough represented in the information and images provided in the consultation, the project team confirm that the minimum footway clearance post-installation at this site will be 1.50m, which, as per note on footway widths earlier in report, is deemed by the project as acceptable on this type of road.

Parking spaces at the side of 26 Whitehouse Road, Salter Close, Oxford:

56. Recommendation to approve proposal as advertised.

57. The only objections received that are specific to this site relate to a desire to see one of the bays dedicated to cycle parking rather than EV charging, which is not part of the proposal but could potentially be considered outside of this scheme. The wish from a very small number of stakeholders to see this as a preference over an EV charging bay is not sufficient reason to not approve the scheme as proposed.

Parking spaces outside 25 Water Eaton Road, Cutteslowe, Oxford:

58. Recommendation to approve proposal as advertised.

59. The main objections received relate to concerns about the reduction in footway width as a result of the intended installation of EV charging equipment and the impact this would have on active travel. Whilst it was not clearly enough represented in the information and images provided in the consultation, the minimum the pavement width would be reduced to is above 1.5 metres. As per note earlier in this report, it is therefore viewed that the footway will remain sufficiently accessible for active travel on this residential street. It is therefore felt that the impact of these four bays being converted to EV charging only is minimal compared with the benefits of providing local EV charging facilities for residents.

60. It is estimated that there are 689 properties within a 5-minute walk of this site that do not have private driveways and will therefore potentially need to rely on local public EV chargers in order to switch to driving EV (Source: UKPN Chargepoint Navigator tool).

61. An objection was received to the fact that non-residents would be able to use the bays overnight and at weekends, when they will likely be most needed by residents, this reflects the current parking restrictions.

Parking spaces at side of 94 Botley Road, on Binsey Lane, Oxford:

62. Recommendation to approve proposal as advertised.

63. The main objections received that relate specifically to this site relate to concerns about the current level of parking pressure on this residential road and the potential increase in parking pressure if four bays are dedicated to EV charging only. It is estimated that there are 653 properties within a 5-minute walk of this site that do not have private driveways and will therefore potentially need to rely on local public EV chargers in order to switch to driving EV (Source: UKPN Chargepoint Navigator tool).

64. Whilst it is acknowledged that other public charging facilities exist nearby (including rapid chargers at Waitrose car park, customers only with 2 hour maximum stay) it is not felt that that the existing facilities will be sufficient to meet the expected rapid increase in EVs in this area, and it is therefore felt that the impact of these four bays being converted to EV charging only is minimal compared with the benefits of providing local EV charging facilities for residents.

65. It is also noted that residents of Binsey Lane with WO (West Oxford) parking permits are able to park on a number of streets in the surrounding area, and also that several residents of Binsey Lane showed positive support for this proposal and stated they would use the proposed EV chargers to charge their own vehicle.

Parking spaces outside 299 Cowley Road, East Oxford:

66. Recommendation to approve proposal as advertised.

67. The main specific objections received relate to concerns about the current level of parking pressure on this residential road and the potential increase in parking pressure if four bays are dedicated to EV charging only. This included concerns from the residents whose properties front onto these bays about no longer being able to park there if they don't have an EV.

68. There are however eight bays within this specific area of parking in front of this row of properties – four of which would remain for general use by any vehicle – and residents of the properties immediately adjacent to the proposed bays are also eligible to apply for parking permits in the CM (Cowley Marsh) zone. It is therefore felt that the impact of these four bays being converted to EV charging only is minimal compared with the benefits of providing local EV charging facilities for residents.

69. It is estimated that there are 476 properties within a 5-minute walk of this site that do not have private driveways and will therefore potentially need to rely on local public EV chargers in order to switch to driving EV) (Source: UKPN Chargepoint Navigator tool).

70. There was some level of objection to this proposal on the grounds of reduced pavement width for walking and wheeling, however the proposed installation would leave well over a minimum of >2m clearance, and therefore, as per note earlier the in this report, it is viewed that the footway will still remain sufficiently accessible for active travel on this connector street.

Parking bays at Green Furlong, Berinsfield:

71. Recommendation to approve proposal as advertised.

72. This proposal has received some positive support from residents and stakeholders who would welcome and use the bays and no other objections that relate specifically to this site.

Parking area on Barns Lane, Burford:

73. Recommendation to approve proposal as advertised.

74. Only a very small number of objections received relate specifically to this site; one being a comment about a lack of parking in Burford in general, and other expressing concern about limited parking on Barns Lane and the safety of EV chargers in a location close to the A40. However the project team are confident these are sited safely, and it is felt that the impact of these four bays being converted to EV charging only is minimal compared with the benefits of providing local EV charging facilities for residents.

75. There are currently no genuinely public EV chargers in Burford, whilst is it is estimated that there are 73 properties within a 5-minute walk of this site that do

not have private driveways and will therefore potentially need to rely on local public EV chargers in order to switch to driving EV (and will therefore potentially need to rely on local public EV chargers in order to switch to driving EV) (Source: UKPN Chargepoint Navigator tool).

Parking bays at Bull Ring, Deddington:

76. Recommendation to approve proposal as advertised.

77. It is clear from the responses that there is both significant support in the local community for this specific proposal as well as number of shared concerns. It is widely recognised that this is a sensitive area in terms of both parking pressure, the mixed use of the space and the historic nature of this site, and consequently objections have been raised on the basis of the choice of location, the number and speed of chargers, and also on the visual aspect of the charging infrastructure. It is also however widely recognised that there is a need and demand for public EV chargers in this area in order to support local residents to switch to EV, and some level of support for rapid chargers to be installed here in order to service visitors and workers.

78. Whilst it has been highlighted that new developments are coming that could offer EV charging to this public, and this of course would be a welcome addition, this cannot be relied upon, and it is estimated that there are 211 properties within a 5-minute walk of this site that do not have private driveways and will therefore potentially need to rely on local public EV chargers in order to switch to driving EV (Source: UKPN Chargepoint Navigator tool).

79. There is currently only one EV chargepoint in Deddington (at the Windmill Community Centre, which is on the outskirts of the village and which is not currently listed as publicly available on ZapMap).

80. It is noted that Deddington Parish Council support the scheme and having undertaken a survey of local residents concluded that this location was the best in the village for any public EV chargers, in spite of the recognised constraints and complexities.

81. There appears to be a difference of views on the current use of this space, with some residents stating that bays are often used by tradesmen and by non-residents as an informal 'park and ride' into Oxford, and others stating that this is primarily where a local residents park. It is noted however that between the Bull Ring and the adjacent Market Place parking area there are estimated to be over 90 unrestricted parking spaces available, so it is therefore deemed that converting seven bays to 'EV charging only' with this scheme is proportionate and appropriate to balance the needs of local residents who want to charge an EV close to home and those who want to continue to park their petrol or diesel vehicles.

82. Several concerns and objections have been raised in relation to the appropriateness of the EV chargers in this conservation area and close to listed buildings, however detailed engagement has taken place – both within and outside of this consultation process – with the local elected members, Deddington Parish Council, and with Cherwell District Council's Conservation Officer, and when images and real-life examples of the infrastructure to be installed were shared and discussed, a level of acceptance was reached with regards the charging units. It was agreed that efforts would be made as far as possible to ensure the signs and lines would not detract unnecessarily from valued visual appeal of this key location.

83. Some minor concerns were raised about WiFi connectivity in the area, however this has already been assessed and Connected Kerb are confident will not be an issue as they can tap into any mobile network available in the area to effectively operate the chargers and the payment mechanism.

Parking spaces outside 11 The Phelps, Kidlington:

84. Recommendation to approve proposal as advertised, pending the Council being unable to find better supported alternative sites in the immediate vicinity via engagement with residents in the TRO consultation process.

85. The main specific objections received relate to concerns about the current level of parking pressure on this residential road and the potential increase in parking pressure if four bays are dedicated to EV charging only. Alongside this is it felt that more suitable on-street locations may be available nearby that will have less impact on residents.

86. It is estimated that there are 476 properties within a 5-minute walk of this site that do not have private driveways and will therefore potentially need to rely on local public EV chargers in order to switch to driving EV (Source: UKPN Chargepoint Navigator tool), and therefore it is felt that some public on-street EV charger provision will still be needed and welcomed in this area.

87. If feedback gathered on alternative locations using the TRO process is not more supportive than that received for this location the Council will commit to delivering this site as proposed..

Parking bays outside of 101 to side of 131 Cuddesdon Way:

88. Recommendation to defer proposal as advertised until decision has been made about intended LEVI-funded public EV charger installation nearby.

89. The main specific objections received relate to concerns about the potential increase in parking pressure if four bays are dedicated to EV charging only. In addition, there are specific concerns that a significant amount of the residents closest to these parking bays are elderly and/or disabled and therefore have

potentially greater need to park closer to their properties. It is estimated that there are 349 properties within a 5-minute walk of this site that do not have private driveways and will therefore potentially need to rely on local public EV chargers in order to switch to driving EV (Source: UKPN Chargepoint Navigator tool).

90. With relatively little public EV charging provision here at present it is felt this proposal is important and that the impact of these four bays being converted to EV charging only is minimal compared with the benefits of providing local EV charging facilities for residents, and given that there is a significant amount of unallocated and unrestricted parking in the immediate area, including on the opposite side of the road to the proposed EV charging bays, which could be used by any local residents wishing to park petrol or diesel vehicles.

91. However, as a City Council off-street site is currently being explored within the programme it is recommended that this proposal is approved but only go ahead if that alternative site turns out to be non-viable and not delivered, therefore making a stronger case for this proposal.

Parking bays at side of 68 Hamilton Road, Oxford:

92. Recommendation to approve an amended proposal that sees the EV charging units installed on build-outs on the carriageway rather than the footway**.**

93. There has been little or no challenge about the need for EV chargers in this area. Some objections were received based on not wanting EV chargers installed on the footway that would impede active travel by reducing the footway width to unacceptable level. This has been accepted in this case, as the current proposal would leave the footway width reduced to less than the proposed acceptable footway widths set out in an earlier point in this report.

94. A revised design is therefore recommended to be approved that sees EV chargers installed in build-outs on the carriageway, which can be accommodated in the same footprint as the original proposal by making all the parking bays a consistent 5.5 metres in length.

95. A small number of objections related to specific residents relying on these bays for parking and loading, however it is noted there are a significant number of alternative bays available to SM (Summertown) permit holders in the nearby area, and also that it should be possible in future to amend the existing TRO for the two 'EV charging only bays' outside 64 Hamilton Road and return these bays to general use now that the EV chargers are no longer in operation at this site.

Parking bays outside 2 Clements Road, Henley-on-Thames:

96. Recommendation is to approve amended proposal and to reduce the number of EV charging only bays from six to four.

97. It has been recognised in the responses that the proposed bays are primarily (if not solely) used by residents in the area who lack private off-street parking, which therefore agrees with the rationale for which this site was chosen according to the strategic objectives of the programme. The main specific objections received relate to concerns about the current level of parking pressure on this residential road and the potential increase in parking pressure if six bays are dedicated to EV charging only, and related concerns that EV uptake it likely to be very slow in this area and therefore this level of provision is excessive.

98. It estimated that there are 60 properties within a 5-minute walk of this site that do not have private driveways and will therefore potentially need to rely on local public EV chargers in order to switch to driving EV. There are currently no public chargers within this immediate area. It is noted that there is a significant amount of totally unallocated parking space available at the roadside in this area which will mitigate against the conversion of several bays to 'EV charging only'.

99. A number of residents have welcomed the addition of EV chargers in this area but state that six is simply too many. In order to show some consideration towards this concern it is proposed to amend this proposal to just four EV charging bays.

100. Some objections were made on the basis of not wanting EV chargers installed on the footway that would impede active travel (walking and wheeling) by reducing the footway width to unacceptable levels. Whilst it was not clearly enough represented in the information and images provided in the consultation, in fact the proposal for this site is to install the chargers within the parking bays themselves within the carriageway, therefore removing the relevance of this objection.

Parking bays at Market Square, Bampton:

101. Recommendation to approve an amended scheme of three bays only (those further South on the plans) and install just 2 x 7kW and 1 x rapid chargers.

102. It is clear from the responses to this specific proposal that there is significant support in the local community for this scheme for some provision of public EV charging in Bampton, but an overall sentiment that the Market Square might not be the best location available, and a strong and almost universal sense that the number of bays proposed is excessive in relation to the size and nature of the space and the perceived need and demand.

103. The responses – both positive and negative – have recognised/demonstrated a significant demand for at least some public EV chargers in this area where there are currently none, and where a very high proportion of residents lack off-

street parking. It is estimated that there are 165 properties within a 5-minute walk of this site that do not have private driveways and will therefore potentially need to rely on local public EV chargers in order to switch to driving EV and there are currently no public chargers within this immediate area. (Source: UKPN Chargepoint Navigator tool).

104. Strong support has also been shown for one (or more) rapid charging unit here as a valuable resource for the community. Whilst this is a key central location within a conservation area, and that concerns have been voiced around the visual impact of the proposed scheme, it is noted that the project team have engaged with the Planning team at West Oxfordshire District Council outside of this consultation and that they have confirmed they have no concerns about this proposal and the visual impact of any of the EV chargers or supporting infrastructure.

105. It is noted that some residents have suggested a possible alternative site at the Recreation Ground, which is understood to be owned/managed by Bampton Parish Council, and indeed the Council are keen to explore this opportunity with the Parish Council and support with LEVI funding as part of the community microhubs scheme as appropriate. However, as this alternative site is not guaranteed to proceed, and is somewhat further out to the south of the village, it is deemed that some charging facilities are still desirable on the Market Square.

106. In order to address the concerns about parking pressures and the short-stay and sensitive nature of this site, it is recommended that a reduced scheme of three charging bays (the southernmost shown on the plans), served by 2 x 7kw and 1 x 50kW charging sockets, is more appropriate for this setting in order to support residents to switch to EV in this priority area.

Parking bays at 26 Shrivenham High Street:

107. Recommendation to approve an amended scheme of four bays (those furthest east on the plans) pending further discussion with Shrivenham Parish Council regarding their plans for Martens Road and Shrivenham Memorial Hall as potentially alternative sites to serve this area.

108. Objections to this proposal were received on several aspects which shall be addressed in turn. Firstly, concerns were expressed about the visual aspect of the chargers in a sensitive conservation area; however, it is noted that the proposed chargers are some of the most discrete on the market; small units in recessive black colouring that have been widely accepted in similar areas elsewhere in the UK and have been recognised as acceptable in this location by the Conservation and Heritage officers at Vale of the White Horse District Council.

109. Secondly, objections have been raised about the perceived lack of need for public chargers in Shrivenham; however, there are currently no public chargers at all in Shrivenham and estimated to be in excess of 120 residences in the village without driveways who will be unfairly disadvantaged if no public EV charging facilities are provided, hence the Council viewing this as a high-priority area.

110. Thirdly, objections based on the use of these bays being mixed-use and serving as a short-stay parking facility to the local shops and facilities and the impact this would have on visitors.

111. Lastly, concerns about pavement width and whether a suitable clearance will be maintained to support active travel. In order to address these last two concerns, it is proposed to reduce the number of bays to four and use the four most easterly bays where the adjacent footway is much wider. This means a clear footway width of more than 2m would remain following the installation of the EV chargers and supporting equipment and that a greater number of bays would remain available non-EV drivers accessing the local facilities.

112. In addition to these concerns, residents have consistently mentioned that other sites might be more suitable, including the Marten's Road car park which is understood to be owned and managed by Shrivenham Parish Council (SPC), and where it is understood that SPC may already have plans for public chargers that the project team had not been made aware of.

113. On the basis of this potentially being a good solution for the area, the recommendation is to therefore approve the amended proposal but to also engage with SPC to regards their own plans here and/or re the potential of SPC applying to host public chargers here under the forthcoming LEVI grant funded OCC community microhubs scheme.

114. The project team would be keen to see one or more of these alternative off-street sites to go ahead, either with or without OCC support and LEVI funding – but as these are not in progress and are not guaranteed it is deemed that the proposed reduced scheme of four bays on the High Street will/may still be required.

Parking spaces outside of 21 Latimer Road, Headington:

115. Recommendation to approve an amended scheme of four bays only, pending the Council being unable to find better supported alternative sites in the immediate vicinity via engagement with residents in the TRO consultation process.

116. The main specific objections received relate to concerns about the current level of parking pressure on this residential road and the potential increase in parking

pressure if four bays are dedicated to EV charging only. It is estimated that there are 211 properties within a 5-minute walk of this site that do not have private driveways and will therefore potentially need to rely on local public EV chargers in order to switch to driving EV (Source: UKPN Chargepoint Navigator tool) and there are currently relatively few public chargers within this immediate area. In acknowledgement of this, it is proposed that the number of bays in this location is reduced from six to four.

117. Concerns were also raised about pavement width and whether a suitable clearance will be maintained to support active travel; however, the amended scheme for four bays would be installed in the furthest north bays where a clearance in excess of 1.5 metres would be maintained on the footway. Other alternative on-street locations within this area are already being explored and examined in terms of feasibility, and so the recommendation here is to approve this site to go ahead with a reduced total of four EV charging bays but to further consult with residents regarding the alternative sites in the area with a view to selecting one of these sites instead if feasible and better supported by residents.

Parking spaces outside Church Green, Witney:

118. Recommendation to defer to consult more fully with Witney Town Council on an amended proposal for four bays (only) in proposed location.

119. Objections to this proposal were received on several aspects which shall be addressed in turn. Firstly, it was felt that sufficient alternative facilities are already available to meet the need of local residents. However, it is estimated that there are 219 properties within a 5-minute walk of this site that do not have private driveways and will therefore potentially need to rely on local public EV chargers in order to switch to driving EV (Source: UKPN Chargepoint Navigator tool) and that there are currently no other public chargers – nor planned locations within this LEVI programme – that would provide coverage for this area; hence why some provision on Church Green is seen by the Council as being a priority.

120. Secondly, quite a number of concerns were expressed about the visual aspect of the chargers in a much loved and historic part of Witney's Conservation area; however it is noted that the proposed chargers are some of the most discrete on the market; small units in recessive black colouring that have been widely accepted in similar areas elsewhere in the UK and have been recognised as acceptable in this location by the Conservation and Heritage officers at West Oxfordshire District Council.

121. Witney Town Council did *not* cite the visual appearance of the charging units in their objection, although did state a preference to avoid additional infrastructure in this location where possible.

122. Lastly, some objections cited high parking pressure in this area, as well as there appearing to be some debate about who the parking spaces on Church Green are intended for, with some residents being clear these are mainly used by residents for their primary parking – which would support the purpose of the proposed chargers – and others saying this space is mainly used by visitors and non-residents.

123. It is noted though a number of residents, as well as Witney Town Council, stated that a smaller scheme with fewer bays may be supported in this location, therefore the recommendation here is to defer this decision until further engagement with Witney Town Council can consider this option.

Parking spaces at side of 73 Hill View, Carterton:

124. The significant number of objections and negative responses to this proposal make it clear that public EV chargers would not be welcomed and would unlikely to be well-used in this neighbourhood. A high level of objections were raised based on extreme parking pressure – and other parking issues such as inappropriate parking, access and safety – in the area. Respondents also felt that there was a lack of demonstrated demand for EV chargers and appetite for EVs and were concerned about non-residents potentially using the chargers.

125. Considering the strength of feeling and the range of concerns expressed by residents here and in the absence of any real support being expressed for this specific site or demonstrable demand from residents, it is accepted that, in spite of best intentions of the Council to want to support residents to transition to EV in this part of Oxfordshire, this proposal should not be approved as it is not a priority at this time for this neighbourhood.

Parking spaces outside 9 Mill Street, Eynsham:

126. Strong objections have been raised about this proposal with three main concerns expressed.

127. Firstly, residents have commented on the parking pressures on this street and specifically how these bays nearest the village centre are used both by residents but also as short-stay parking to visit the shops and local amenities, and how this would be frustrated if bays were made exclusively accessible to drivers using lower power EV chargers.

128. Secondly, some objections have been raised about the lack of suitable footway width, which officers believe is a reasonable considering the type of road and the fact that installation of chargers on the section furthest east with a slightly narrower footway would leave slightly under 2 metres clearance. Considering this could be viewed as a 'High Street' location, this would therefore be unacceptable.

129. Additionally, whilst there is expressed demand and recognition of the need for public EV chargers in Eynsham to support residents without driveways to switch to EV, it has been highlighted by many residents that there is still a good amount of capacity at the 12 EV charging bays in the existing 'Park and Charge' hub in Back Lane car park which is a short walk from this site.

130. Latest data from the operator EZ-Charge shows that currently on average 80% of the chargers at Back Lane are used at least once a day, and that on average the utilisation of this site is continually increasing (having risen by 27% from 22/23 to 23/24, by 38% from 23/24 to 24/25 and by 13% from 24/25 to 25/26). This supports the data around an ever-increasing uptake of EVs in the area, and the project team intend to keep an eye on both this trend and the number of requests for public chargers in the area before making any further proposals here.

Paul Fermer
Director of Environment and Highways

Annex(es):	*All supplied as separate documents:* Annexes 1-18: Consultation plans Annex 19: Equalities Impact Assessment Annex 20: Consultation responses Annex 21: Consultation response summary charts Annex 22: Oxfordshire Liveable Streets consultation response Annex 23: Coalition for Healthy Streets and Active Travel consultation response Annex 24: Headington Liveable Streets consultation response Annex 25: Detailed consultation response
Background papers:	n/a
Other Documents:	n/a
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