

Appendix 1: Risk Register for EV Charging Strategy

Title	Risk description	Opp/ threat	Cause	Consequence	Date Raised	Owner	Risk Rating						Comments	Controls						
							Gross	Current	Residual	I	P	I		P	I	P	Control description	Due date	Status	Progress %
1. Social risk resulting in increased inequalities	Without any vision or strategy from OCC only commercially viable locations would have EV infrastructure installed by CPO looking to make a financial return. We would only be able to provide some control (% dependent on location and business case) in locations that we own.	threat	The Council does not have a position or strategy for EV provision - leaves the development of EV Infrastructure to the market.	1. Insufficient infrastructure. 2. Infrastructure will only be located in positions that are commercially viable. 3. OCC will not be able to influence cost to public, standards or serve all sectors of its community. 4. OCC will not be able to influence shift towards reducing carbon. 5. OCC will miss any opportunity to provide a holistic solution across its community - by balancing installations in more commercial sites, with less viable sites. 6. OCC may miss opportunities to work with a commercial partner and/or ODS to provide a cost-neutral holistic solution.	3 June 2021	Head of Corporate Strategy									The intention of writing an EV strategy is to consider of all this so that the City Council can make an informed decision on how to address all these issues.	March 2022				Head of Corporate Strategy
2. Pricing	There is an aspiration to ensure fair and equitable charging rates across the city to prevent excess travel to charge cheaper	Threat	The Council does not have a position or strategy for ensuring adequate affordable provision across the City.	The Council will need to closely check what it can influence from a competition law perspective, but there is a risk that in residential developments or locations where there is little natural competition pricing could be set at levels that kerb usage or cause additional travel to charge cheaper elsewhere.											The intention of writing an EV strategy is to consider of all this so that the City Council can make an informed decision on how to address all these issues.					
45 3. Ensure schemes for new development are policy compliant	2. Risks about complying with OLP policies on new development sites. Currently the local plan requires EV infrastructure to be installed into new developments (% dependent on car parking space type). There is no requirement to meet a certain standard (other than electrical installation). There is no requirement for ongoing maintenance or replacement.	opportunity and threat	New developments must be future proofed and clarity is needed as to what policy M4 of the OLP requires. Currently there is no mechanism to ensure correct standards of hardware are installed. No mechanism for dealing with faulty appliances or requirements for ongoing maintenance. There is a legacy risk of faulty & out of date equipment. Or equipment that is so costly to use (as in pricing is so high), that it will not be used.	OCC is left with a legacy of failed, potentially dangerous equipment (either on its land - if OCC Housing) or in non OCC led residential developments where no-one will take ownership of the legacy. Political pressure may result in OCC cleaning up.	3 June 2021	Head of Corporate strategy									The EV strategy will cover these issues and recommend a solution	as above				as above
4. On-street parking is a very difficult business model to make a financial return.	Without a holistic solution (as described above) there is a significant risk that residents without access to off-street parking (large % in Oxford), often in lower social-economic areas, may not have access to local EV infrastructure as the on-street business model is often not viable	Threat	The Council does not have a position or strategy for EV provision - it is leaving the development of EV Infrastructure to the market.	Residents in lower socio-economic areas do not have equitable access to affordable local EV charging. They would need to travel for hub type charging, which by nature is more expensive (due to costs of infrastructure). Therefore this group that is already economically disadvantaged - will be so again due to higher charging costs.	4 June 2021	Head of Corporate strategy									The intention of writing an EV strategy is to consider of all this so that the City Council can make an informed decision on how to address all these issues.	as above				as above

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