

Appendix 2 - Risk Register

EV Infrastructure Strategy

Ref	Title	Risk Description	Opp/Threat	Risk		Date Raised	Owner	Gross Risk			Current Risk			Mitigating Actions	Impact of Risk	(to reduce)	Controls (to reduce Probability of Risk)					Target Risk			Comments
				Cause	Impact			P	I	Score	P	I	Score				Control Description	Date Due	Status	Progress	Action Owner	P	I	Score	
EV Infrastructure Strategy																									
2	Legislation	National planning and other legislation is not updated to support equitable roll out of EV charging infrastructure	Threat	Government needs to change national planning policy to enable permitted development for home charger and larger hub installations	Slow adoption in areas where local planning decisions cannot mitigate national Planning policy guidelines	03/05/22	Adrian Arnold	0	3	4	12	12	National Planning Policy changes expected Summer 2023 which should reduce the impact of current legislation constraining deployment	Working closely with planning to address city challenges regarding heritage areas. Inputting into government consultations regarding planning	30/09/22	Green						3	3	9	
3	Finance	Level of investment by the Council too prohibitive.	Threat	EV uptake is currently low, so there is currently more risk around any business cases.	Deployment skewed to areas which will quickly support a commercial business case.	03/05/22	Nigel Kennedy	0	4	4	16	16	Implementation plan will set out a holistic and balanced approach to procurement of infrastructure. Funding to cross subsidise and provide a fair and equitable roll out will be sought from government grants as well as low carbon incentives such as ZEZ and workplace charging.	Business cases for procurement of EV infrastructure will be authorised by Council governance processes.	30/09/22	Green						3	3	9	
4	Political	Lack of public support for charging	Threat	EV take up 2% in the city. Parking already very constrained so likely push back on allocation of bays for charging	Political and administrative workload to manage lack of public support	03/05/22	Mish Tullar	0	3	4	12	12	Initiatives such as ZEZ, LTNs, workplace charging, Cowley branch line will all nudge public to reduce car use	Demand tracker and inbound emails from public and Councillors suggest high demand/desire for charging.	30/09/22	Green						2	3	6	
5	Resource	Insufficient internal resource across relevant departments to implement Strategy	Threat	Resources already stretched to meet current portfolio of work.	Conflicting priorities resulting in delays. Work can only commence when resource available.	03/05/22	Mish Tullar	0	4	4	16	16	EV charging is a key driver of the corporate strategic objective to pursue a net zero Oxford.	Close working with key departments is already taking place, use of data to help inform decisions already underway.	31/07/22	Green						3	3	9	
6	Economic - DNO network connections	DNO network connections too prohibitive for chosen sites	Threat	Energy capacity in the city very patchy, access to data at ward/ street level patchy	Reduction of hubs/ solutions delivered by the project.	03/05/22	Mish Tullar	0	3	2	6	6	Back up solutions will be identified in the event of a site failing due to lack of capacity	This is a known problem, we are already working with DNO/LEO and in talks regarding the use their trial connection mapping tool to support location identification.	15/06/22	Green						3	2	6	
7	Economic - income loss	Loss of parking income in EV hubs	Threat	Parking charges may need to be waived in some cases (rapid charging)	Loss of revenue to the Council.	16/05/22	Jane Winfield	0	3	4	12	12	Parking Fees for charging will align with existing car parking charges, unless an alternative arrangement is agreed within the Council. Where there is a loss of parking revenue, contracts will be formulated so that Bay rental payments seek to offset loss of parking fees.	Negotiate terms for chargepoint contracts in collaboration with Car parks and Property Services.	TBD	Green						2	2	4	
8	Health & Safety	Electrical solutions to be installed	Threat	risk to personnel and public	Injury	16/05/22	Mish Tullar	0	2	4	8	8	the EV team are well versed in CDM practices and all PMs have CDM certification	All contracts will use CDM practices, quality plans and pre- and post- install checklists	26/09/22	Green						2	2	4	
9	Land availability for EV Charging	Finding Council owned land for EV infrastructure can be hard with so many competing Council requirements	Opportunity	Under current land value assessment criteria, the EV charging business case does currently not provide the same financial return as housing development. This is because value assessment based on monetary value only. Social value criteria is not defined or weighted. Also to date there has not been sufficient resource in Property Services to assess Council owned land for future sustainable development purposes.	Few council owned land locations available for EV charging which hampers deployment.	03/05/22	Tom Bridgman	0	4	4	16	16	Close working with property, housing and re-gen. Maximise current and already approved development opportunities to add in EV provision. Use data layers created in OxEVIS and LEO projects to inform location selection and business plans	Agreed to conduct an internal workshop across property, legal, planning and environmental teams to ID possible land for EV and carbon reduction deployment.	31/07/22	Green						3	3	9	
10	Legal	Legal input required to create land leases and supporting agreements for commercial use of Council land as well as template leases for private landlords.	Opportunity	Concession contracts with suppliers will require land agreements for some locations. Amends to current developments may be required if EV charging not considered.	Legal input will be required at each procurement campaign. Without it agreements will be delayed and opportunities missed.	03/05/22	Susan Sale	0	3	3	9	9	Legal agreements from the DPS, Park and Charge and Oxford Super Hub will be re-purposed if suitable. A template lease for private landlords will reduce legal burden and offer potential income opportunity for the Council.	Discussions already under way and legal sighted on high level plans.	31/10/22	Green						2	2	4	

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Notes

Gross Risk Score

Risk level if existing key controls and mitigations were not in place or not effective.

Current Risk Score

This is the risk score at the time that the risk is reviewed. When the risk is first identified it will be the same as the gross risk score. The current risk score is tracked to ensure that progress is being made to manage the risk and reduce the Council's exposure.

Target Risk Score

This is the risk score after mitigating actions have taken place. The target risk score shows how effective your action plans are at managing the risk.

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