Urban Foresight

Oxford City EV Strategy

Summary Report: Delivery and Implementation Plan

DRAFT 2

Contents

Glossary of Terms

Accessibility Audit	An evaluation of how accessible a location, service, or item is to prevent barriers to use
Back-office	Cloud based software which allows creation and management of electric vehicle charging networks.
Broad Policy Statement	Overarching strategy aims and objectives
Carbon Emissions	Carbon gasses released from burning fossil fuels, such as carbon dioxide, monoxide and methane.
CPO(s)	Charge Point Operator(s)
Demand Trackers	A method of enabling residents and others to highlight locations/areas of EVI need. Used by City to identify the most requested areas.
Equitable	A fair and non-discriminatory equal approach to distribution of EVI across Oxford, taking into account need and community characteristics alongside demand.
EV champions	Spokesperson in the local area to advocate and educate others
EV(s)	Electric Vehicle(s)
EVCP(s)	Electric Vehicle Chargepoint/s
EVI	Electric Vehicle Infrastructure
GULO	Go Ultra Low Oxford
Highway	Any area of a road maintained by the local Highway Authority including all adopted roads, footpaths and verges.
Highway Authority	Local Authority responsible for adopted Highways within its geographic region (with the exception of Motorways and Trunk Roads controlled by Highways England)

Accessible	Able to be used or entered by everyone.
Baseline	The current state of play to act as an evidence base for forecasting needs
Car clubs	Short-term local car rental. Users pay by time and/or mileage. Supports active travel policy.
Climate Emergency	OCC publicly declaring in 2019 that it needs to act on the causes and impacts of climate change.
Decarboni-sation	Reduction of carbon emissions, via technologies that do not require the burning of fossil fuels.
Districts	Means Oxfordshire's Districts: Cherwell, South Oxfordshire, West Oxfordshire, Vale of the White Horse
DPS	Dynamic purchasing system used to procure EVI and battery storage solutions by the Councils
ESO	Energy Superhub Oxford
EV Infrastructure	All equipment needed for charging electric vehicles.
GUL-e	An on-street charging solution which home charging, by connecting an EV charger safely across the pavement using a drainage channel design
GHG(s)	Greenhouse Gases - Water vapour, carbon dioxide, methane, nitrogen oxide, that trap heat in the earth's atmosphere.
Interoperability	Ensuring compatibility across EVI and back-office systems to simplify and improve the experience for users.
LEVI	Local Electric Vehicle Infrastructure Fund.

LEO	Local Energy Oxfordshire		Methodologies	A framework for reaching desired outcomes
MaaS	Mobility as a Service		Net Zero	When the balance of greenhouse gas (GHG) that's produced and the amount that's removed from the atmosphere is equal.
Mobility Hubs	Bring together shared, public and active travel services in spaces designed to improve public realm for all.		OxonCC	Oxfordshire County Council
OCC	Oxford City Council		Shared Mobility	Use of a shared vehicle for travel. E.g., car clubs, bike hire, scooter hire, etc.
Policy Statement & Area Action	How the policy statement(s) will be achieved		Telematics	An instrument used in vehicles to provide valuable information on usage.
Technical Advice note	Detailed advice note - used by local planning authorities.		TSU	Transport Studies Unit (Oxford University)
Travel Hierarchy	A system which ranks the most to least prioritised transport mode		Zero Emissions	Emitting no Greenhouse Gases (GHG) to the environment.
ZCOP	Zero Carbon Oxford Partnership		Zone/Zonal Approach	Geographic unit to enable analysis of Grouping of geographic areas for EVI need and demand and evaluate estate performance and benefits realisation fairly, taking into account Place and Locality. delivery
ZEZ	Zero Emission Zone			

Introduction

In July 2022, Oxford City Council adopted its Electric Vehicle Infrastructure Strategy (OxEVIS) which sets out clear targets for the city of Oxford to meet by 2026, 2030, 2035 and 2040, in terms of infrastructure deployment to meet EV uptake, measuring the city's fulfilment of its net zero ambitions and setting out a pathway to get those in Oxford that rely on a personal vehicle ready to transition to EV. The government has set the final date for sale of new petrol and diesel cars and vans to 2030 and the trial Zero Emissions Zone (ZEZ) initiative is due to expand in Oxford, making EVI deployment evermore critical.

Oxford has been successful in Electric Vehicle Infrastructure (EVI) delivery and built a national reputation for good practice through a series of successful partnership projects such as Energy Superhub Oxford, Go Ultra Low Oxford and the successful launch of the Oxford Dynamic Purchasing System for EV Infrastructure (EVI).

EV uptake in Oxfordshire is amongst the highest in the UK: DVLA figures from early 2023 show full Battery Electric Vehicles (BEV's) now make up just under 50% of new car registrations in the region, well above the 2020 forecasts by the Transport Studies Unit[1]. And a 2023 report from Oxford University's Environmental Change Institute indicated that the installation of the Oxford Superhub influenced 40% of surveyed Oxford Superhub Users in their decision to buy an EV[2].

But while Oxford's EV uptake is currently ahead of the UK average[3], there is still a considerable challenge ahead to meet the transport electrification targets of net-zero carbon emissions by 2040, as declared in the Zero Carbon Oxford Partnership (ZCOP) Roadmap and Action Plan.

This Delivery and Implementation Plan sets out how OxEVIS will be implemented. This includes clear public EV infrastructure (EVI) targets and evaluation mechanism for Oxford City Council to pursue through projects and collaboration with local stakeholders such as Oxfordshire County Council and the Zero Carbon Oxford Partnership, as well as embedding and normalising EVI delivery within existing Council services.

Local Context:

Oxford City Council declared a climate emergency in January 2019. Following Oxford's Citizens' Assembly on Climate Change, the Council set out its commitment to become net zero by 2040.

Alongside declaring a climate emergency, OCC has committed, in the fourth Carbon Management Plan "OCC Zero Carbon Plan 2030", that by 2030, Oxford City Council activities will no longer contribute to a worsening climate crisis by reducing annual carbon emissions to zero.

In February 2021, the Council launched the Zero Carbon Oxford Partnership of the city's largest institutions and employers, which agreed to a target of net zero carbon emissions for the City of Oxford by 2040 or earlier. Transport is the second largest contributor to Oxford's emissions, accounting for 171 ktCO2e in 2018, with private cars being the main source of emissions. To achieve these ZCOP transport targets, 25% of cars driving in Oxford need to be electric by 2025, 80% by 2030, and 100% by 2035.

Oxfordshire County Council (Oxon) and Oxford City Council have introduced a Pilot Zero Emissions Zone (ZEZ) in Oxford city centre, to reduce air pollution and help to reach Carbon reduction targets. The ZEZ area is due to expand over time. These measures, combined with the Council's Local Plan 2040, will further stimulate demand for EVs, which will help to reduce transportation emissions and improve air quality and support the 2040 zero carbon target, provided sufficient electric vehicle charging infrastructure is provided.

Oxford City Council is an early adopter of EV Infrastructure and has already taken significant steps in the previous years to support the transition to zero-emission vehicles through EVI deployment initiatives, delivered in collaboration with a range of critical partners such Oxfordshire County Council, Oxford's wholly owned Services Company ODS, and a wide range of private sector partners. To name but a few:

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[1] https://www.gov.uk/government/statistics/vehicle-licensing-statistics-january-to-march-2023/vehicle-licensing-statistics-january-to-march-2023

[2] https://energysuperhuboxford.org/wp-content/uploads/2023/06/ESO-Final-Report-V7.pdf Figure 2.17.

[3] https://www.gov.uk/government/collections/vehicles-statistics

- [Go Ultra Low Oxford Onstreet Charging](#)
- [Go Ultra Low Oxford Taxi Charging](#)
- [Energy Superhub Oxford](#)
- [GUL-e (under-pavement cable channels)](#)

In addition, substantial work investment has taken place to improve Oxford City Council's readiness to enable the EV transition: moving from an early adopter environment to Business as Usual, through the introduction of a dedicated EVI Contract Management facility to improve EVI estate performance and the creation of a Dynamic Purchasing system that allows local authorities and other public bodies to buy EVI goods and services quickly and securely.

To acknowledge the need to move from a multi-pilot project approach to consistent broad scaling of infrastructure, in July 2021 Oxford commissioned an EV Infrastructure Strategy (OxEVIS) to set out the vision and targets for EVI delivery in Oxford by 2040.

The aim of OxEVIS is to align EVI deployment with the city's 2040 net zero carbon target and ensure the delivery is sustainable, equitable and fair, in line with Oxford's [Core Values and Corporate Priorities](#). OxEVIS built on and incorporated Oxfordshire's Electric Vehicle Strategy (OEVIS 2020-2025[4]) and was approved in August 2022. Oxford is working very closely with Oxfordshire and its Districts on a range of EVI projects, and this trend is expected to continue in the longer term, with Oxford and Oxfordshire County Council collaborating closely on delivery of future EV infrastructure in the city.

National and Regional Context

The [Government's EV Infrastructure Strategy "Taking Charge"](#) was launched in March 2022, seeking to implement charging infrastructure at scale, utilising grant funding as needed to match additional private sector investment. Taking Charge states: "*We expect the market to lead the majority of public chargepoint deployment. However, local government has a crucial role in ensuring that deployment reaches all areas, using sustainable commercial approaches.*" It further specifies: "*a place-based approach will be essential to achieve cross-cutting net zero ambitions, and the strategic role of local authorities will be fundamental.* "

Taking Charge' sets out a vision that seeks to "*transform local on-street charging by putting an obligation on local authorities (subject to consultation) to develop and implement local charging strategies to plan for the transition to a zero emission vehicle fleet.*" It states that "*where there are two tiers of local government, the Government expect county councils to produce EV chargepoint strategies. They should do so in close collaboration with district level councils.*" "*These strategies should identify how to provide affordable, convenient charging for residents, businesses including fleets, and visitors without causing pavement disruptions that could discourage walking and cycling[5]*"

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[4] https://mycouncil.oxfordshire.gov.uk/documents/s55283/CA_MAR1621R11%20Annex%203%20-%20DRAFT%20Oxfordshire%20Electric%20Vehicle%20Infrastructure%20Strategy%2020210225.pdf

[5] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

While no statutory duty for EVI currently exists, the government is expected to, "*further to consultation, take pre-emptive powers to ensure there is a clear statutory obligation on higher tier authorities*".

The status of District EVI Pioneers such as Oxford is not defined in Taking Charge. But the government vision is clear in that the higher tier EV Strategies are to interface into the Local Transport Plan (LTCP) governance. Oxfordshire County Council has stated in the most recent Local Transport Plan (LTCP5): "*Our District and City councils may also produce their own strategies and delivery plans to support ZEVs. For example, Oxford City Council are currently working an Electric Vehicle Strategy. Supporting the delivery of these strategies will also be critical to supporting the uptake of ZEVs*".

Relevant statutory responsibilities for an equitable and fair EV Charging Estate fall across both Councils: Oxfordshire is the Transport and Highways Authority, and Oxford is the Authority responsible for Communities, Place & Planning and Air Quality. This means that strategic control over the overarching strategic objectives of a city-wide fair, sustainable and equitable EVI charging estate is shared between the two Councils.

In response to the above national strategy change, Oxfordshire County Council now wishes to enact strategic control over EVI deployment on the highway across its full geographic area, including in in Oxford, to ensure a consistent experience for drivers across the region. Oxfordshire will manage contracts on the Highway, Oxford City Council on City land. Both partners will coordinate projects to engage Third Party stakeholders through established and new forums such as the Zero Carbon Oxford Partnership, Future Oxfordshire Partnership and Oxfordshire Community Action Network.

This change is to be implemented via the LEVI programme, seed-funded by the government at approx. £3.6m, delivered by OxonCC in close collaboration with Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of White Horse District Council and West Oxfordshire District Council.

As such, a key deliverable of this Delivery and Implementation Plan will be sound, cross-Council governance, to ensure that each Council's roles and responsibilities are clear and transparent for all users of Oxford EVI, and data sharing agreements, to ensure that equitability and effectiveness of the charging network can be monitored to inform future decisions.

Oxfordshire's current EV Infrastructure Strategy (OEVIS[6]) expires in 2025, and is planned to be updated in 2024. To ensure continuing alignment of City and County strategies, Oxfordshire County Council have committed to assess "*City OxEVIS commitments & implementation plan […] as part of this work with a view to ensure equivalent or improved outcomes for the City[7]*" where OxEVIS measures sit outside of city control.

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[6] https://mycouncil.oxfordshire.gov.uk/documents/s55283/CA_MAR1621R11%20Annex%203%20-%20DRAFT%20Oxfordshire%20Electric%20Vehicle%20Infrastructure%20Strategy%2020210225.pdf

[7] Planning and Placemaking meeting in-between City/County Delivery phase schemes & network management Members Briefing Group meetings 03/08/2023, and appended mirror delegated authority.

Project Context and Change:

The move to Highways-led Onstreet contracts, delivered under the LEVI programme, constitutes a change from previous arrangements, where onstreet deployment in Oxford was delivered by the two Councils in partnership under the GULO project, led by the City funded by the Office for Zero Emission Vehicles and Oxford. Oxfordshire County Council and Oxford City Council are committed to collaborate to ensure a smooth transition from the current arrangement to Oxfordshire Highways management, and secure comparable outcomes for Oxford residents to those committed to under GULO and OxEVIS.

This change is an opportunity: GULO phase 2 deployment has been delayed since 2020 due to the challenging business case of raising private funding for a small-scale onstreet EVI estate. Integrating GULO into the LEVI project will result in higher value contracts that are likely to draw in significantly more private investment and deliver better outcomes for residents. The City Council's Dynamic Purchasing System (DPS) will provide a fast and robust route to procure. Its use by public bodies across the UK will contribute to DPS operating costs, with the potential, over the longer term, to provide additional income to the Council.

The collaborative approach has wider benefits: Oxford residents, visitors and commuters move across district boundaries frequently. Working drivers in particular will need access to a reliable charging estate across the region. For example, data shared by one prominent parcel carrier showed that despite the local depot being based outside the city in a rural district, 90% of delivery drivers travelled daily into Oxford, with an estimated daily EV charging demand within city boundaries of 1MW (1000kw).

The new arrangement in regards to GULO has been summarised by Oxfordshire County Council and Oxford City Council in mirror delegations to embed the joined-up approach[8].

OxEVIS vision

The OxEVIS vision is to; *progress Oxford's leadership in the transition to a sustainable, decarbonised transport system through the delivery of a fair, sustainable, accessible and equitable network of EV charging infrastructure;* via six key objectives which help to ensure that Oxford citizens are able to take full advantage of the environmental, social, and financial benefits that the transition to electric vehicles offers:

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[8] See Cabinet Report October 2023 in support of this implementation plan.
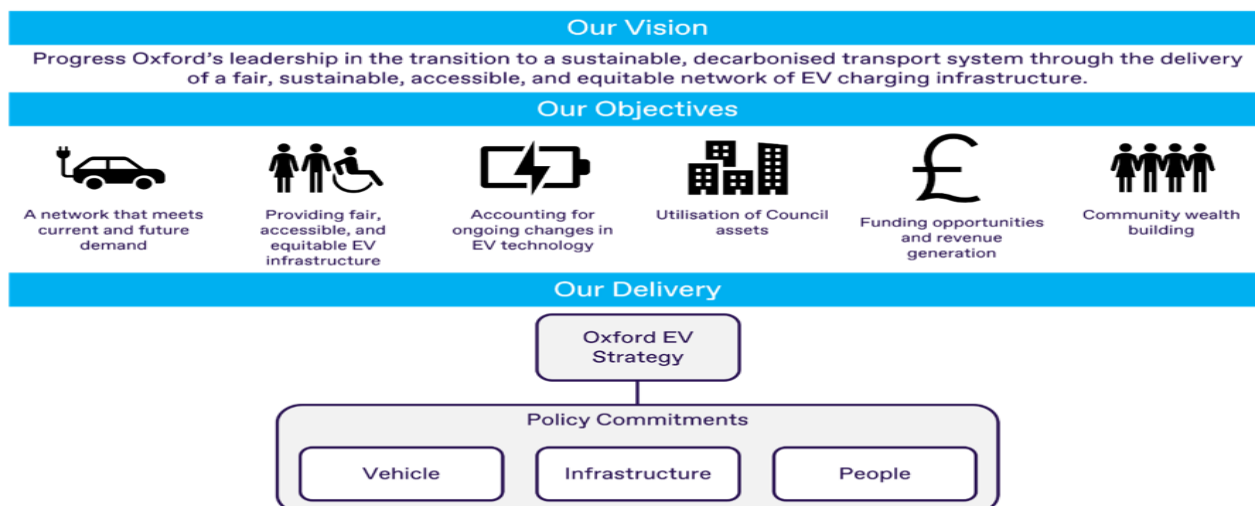
1. A network that meets current and future demand
2. Providing fair, accessible and equitable EV infrastructure
3. Accounting for ongoing changes in EV technology
4. Utilisation of Council Assets
5. Funding Opportunities and Revenue Generation
6. Community Wealth Building

The key policies set out in OxEVIS are split into three key categories:

- vehicles,
- infrastructure
- people

These categories incorporate the different statutory duties that mandate local authorities to take action, in particular Communities, Place, Transport and Air Quality. The OxEVIS Delivery and Implementation Plan looks at these categories holistically to provide a comprehensive suite of actions that will build upon both national and regional policies.

Scope

This Delivery and Implementation Plan Summary Report will set out how the benefits pursued under OxEVIS will be realised for Oxford and the people that live, visit and work here. This is committed for the deliverables that are within the scope of Oxford City Council's control. For deliverables outside of Oxford City Council's control there is a commitment to collaborate and engage key stakeholders, such as Oxfordshire County Council and the Zero Carbon Oxford Partnership, to deliver the desired outcomes together.

In line with the Zero Carbon Oxford Pathway, measures are not restricted to EV Infrastructure: Supporting measures that enable a simultaneous reduction of personal car ownership and car miles, such as car club bays, are also firmly in scope.

In line with OxEVIS, detailed evaluations of this work will be carried at the end of each tranche: 2026/27, 2030, 2035 and 2040. EVI targets will be updated as part of this work, and agreed through the relevant governance strands with ZCOP and Oxfordshire partners, to ensure the

underlying commitments under the LTCP and the Zero Carbon Oxford Roadmap continue to be met.

Delivery and Implementation Plan Objectives & Structure:

The document is split into five parts:

Part 1: Policy Statements and Associated Actions: Part 1 breaks down the OxEVIS policy statements associated with the OxEVIS objectives into concrete actions, with owners, collaborators and a guide timeline and includes a risk and opportunity matrix, outlining current risks, mitigations and cross council opportunities from delivering this programme. The full programme covers from now until March 2027. The aim from this work is to move EVI from Innovation to BAU within the Council. Not all Actions are within our control – where this is the case, the city will use its best endeavours to influence and collaborate with partners to achieve the aims. All Actions will be monitored, regardless of control.

Part 2: Infrastructure Delivery Methods: Most contracts for procuring EVI are @15 years in length, procurement by City Council and other critical partners such as Oxfordshire County Council. Response times to re-procure and deploy are likely to be a minimum of 6 months and more likely 1 year+. By necessity our approach is aimed at longer term flexible delivery. Part 2 covers procurement methodologies for different charging types, as well as the spatial/geographic method that OxEVIS seeks to implement to ensure fair deployment and effective evaluation and sets out quantitative deployment targets in line with these methods.

Part 3: Resources: This provides an overview of resources required to deliver the programme and highlights the need to make a bid for further Council funding for the next 3-4 years. City resourcing only.

Revenue from capability funding via LEVI & charge point income will provide some offset. It also contains a forecast of potential earnings from EVI deployed on City land vs costs, providing an indication of when costs and revenue balance.

Part 4: Governance: This is the internal and external governance process for managing this programme.

Part 5: Document register: This section provides more detail on Delivery and Implementation Plan detail.

Policy Statements and Associated Actions

The following policy statements, actions and ownership are a continuation of OxEVIS, combined with Oxfordshire County Council's EV Infrastructure Strategy, OEVIS. Both strategies must complement each other, to offer the region the best chance of achieving the desired modal shift. More detail is shown in Appendix 2.

Fit for purpose – strategy, standards, finance, planning, innovation & land.

This policy area covers: Strategy and Standards, Other Strategy Areas, Innovation & Partnerships, Planning Policy, External Funding, Finance Models & Land Assets. Work packages in this policy area create the regulatory environment to efficiently and effectively deliver good quality infrastructure for our communities by maximising partnerships across the Council, City, Oxfordshire (County and Districts) and industry, so we are prepared for initiatives such as the ZEZ, whilst continuing our pioneering role to determine the best ways to fund the work that is needed.

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Work package	Policy statement	Action	Owner /Collaborators	Delivery Date
Strategy and Standards	Collaborate with Oxfordshire County Council on the deployment of a network that meets current and future demands in the city Oversee the deployment of EVI at Oxford City Council off-road sites Collaborate with Oxfordshire County Council to set the minimum standards required for any new deployment within the city	Review strategy at set time intervals in 2026, 2030, 2035, and 2040 and refresh as appropriate.	EV team, OxonCC, External stakeholders	As per dates
		Create, design, and deliver methodologies to support city-wide charging infrastructure to meet EV uptake trajectory and net-zero targets.	EV team, OxonCC and Districts External Stakeholders	Ongoing
		Scale-up of GUL-e trial for mass home charger installation.	OxonCC, EV team, Planning, ODS	2024-27
		Wherever possible, drive innovation by encouraging suppliers to source materials for deployment that have a lower carbon footprint and are more efficient.	EV team, Procurement	2024
		Integration of Oxfordshire's EV Infrastructure Strategy with OxEVIS to complement and realise opportunities for best value and consistent and efficient charging deployment.	EV team Oxon CC External stakeholders	Ongoing
		All new charge points installed on Oxford City Council land/by Oxford City Council will meet the minimum standards set in the UK-wide EV infrastructure strategy. CPOs are expected to follow PAS 1899 guidelines, unless otherwise agreed. City will collaborate with Oxfordshire County Council to maximise accessibility on the onstreet estate. All new charge points will be required to support interoperability, including contactless payment.	EV team	Ongoing

	Collaborate with Oxfordshire County Council ensuring the future network meets the needs of all			
Other Strategy Areas	Collaborate with Oxfordshire County Council to ensure that the future network meets the needs of all	Investigate HMO and tenant migration to EVs, to see if we can increase the EV charge point installations at these types of properties.	EV team, Property services, OxonCC External stake holders	2025/26/27
Innovation & Partnerships	Continue to promote Oxford as a test bed for innovative technologies	Work with the commercial sector and devise novel ways to maximise charger distribution and utilisation and balance energy management, bookable solutions, energy storage, and mobility hubs.	EV Team, ES team, ODS, External stake holders	Ongoing
		Continue to test new technologies in the city that support the transition to EVs, especially utilising smart charge points and local energy projects.	EV team OxonCC External stake holders	2024-27
		Build relationships with future partners and identify upcoming funding to test new products in the city.		2024-27
Planning	Ensure planning and council policies reflect the changing needs of EV infrastructure	Support planning and other Council teams to develop policy and TAN's in line with the evolution of EVI, taking into account relevant Oxfordshire County Council policy and guidance such as the street design guide and parking standards.	EV team Planning Property Services OxonCC	Ongoing
		Define minimum charging infrastructure provision to be provided in new and redeveloped or materially changed developments, where not defined at national level. Collaborate with Oxfordshire County Council to ensure EVI planning policy is joined up across highways and offstreet deployment.	EV team Planning Oxfordshire Oxon Council	Ongoing
		Support delivery of EV solutions in heritage contexts.	EV team, Planning Comms team	Ongoing
External Funding & Finance Models	Ensure the city of Oxford benefits from new commercial opportunities in EVI	Collaborate to maximise existing funding initiatives to support the deployment of EV infrastructure: LEVI & GULO. Identify and collaborate to maximise new funding initiatives to support EV deployment outside the scope of LEVI.	EV team, Finance ODS, OxonCC, Districts, External stake holders	2023/24 2024/25/26
		Look to maximise the business case for EV charge points by exploring booking/rental, concessions, overstay charges, and advertising Phase 1 – LEVI & GULO Phase 2 – Post LEVI	EV team Finance, ODS OxonCC and districts External stake holders	2023/24 2024/25/26
		Collaborate to develop self-sustaining EVI. Collaborate to seek funding for EV infrastructure and support the development of a self-sustaining EV charging network for Oxford/Oxfordshire.	EV team Finance ODS OxonCC and districts	Ongoing

		Reduce continuing public finance support in the future and minimise the impact on existing and future council budgets.		
		Seek funding generated through ZEZ initiatives in Oxford City to aid the expansion, operation and maintenance of the EV estate, and to fund supporting measures to help businesses and residents that are reliant on vehicles and are impacted by the ZEZ to transition to EVs.	EV team, Finance ODS, OxonCC and districts	2024-25
Land Assets	Continue to seek funding opportunities and land that support this EV strategy	Identify land and assets within Oxford City that can support EV Infrastructure deployment e.g., car parks, community buildings, lockups, etc. Tranche 1 (LEVI Deployment) Tranche 2 (Beyond LEVI)	EV team Property services Planning ODS External stake holders	Ongoing 2024-27
		Work with Private Sector to develop a self-sustaining EV infrastructure network, via a set of coordinated programmes and projects to meet the targets for 2026, 2030 and 2040.	EV team, Finance ODS OxonCC and districts, external stakeholders	2023-27

Communities and critical stakeholders

<u>This policy area covers:</u> DNO/Energy Providers, Thought Leadership, Taxi - a zero-emission fleet, Working Groups & ZCOP, Integrated Transport Links with County, Public Interaction.

Work packages in this policy area will build lasting relationships with key users such as working drivers to better understand and support their needs and build a network of EV champions to represent commercial and domestic users. Work packages will promote and pursue energy and transport system readiness for integrated EVI deployment through partnership work and innovation and continue to build on Oxford City's thought leadership at the local, national and international level as a pioneering and compassionate city.

Work package	Policy statement	Action	Who	Delivery Date
DNO/energy providers	Create Partnerships with critical stakeholders	Seek to leverage efficient use of energy to facilitate charging by partnering with Energy Network Providers.	EV team OxonCC External stake holders	Ongoing
Thought Leadership	Continue to promote Oxford City as an exemplary city and support other LAs in their transition	Continue to create relationships with the government, innovative suppliers, local partners, and organisations that support the city's fair and equitable net zero focus.	EV team OxonCC External stake holders	Ongoing

Taxi - a zero-emission fleet	Support a zero-emission fleet of Taxis	Monitor the transition of taxis (both black cab and private hire vehicles) to EV annually. All Oxford-licensed Hackney Carriages (black cabs) are to be zero emission by 2026 and private hire vehicles by 2030. Ensure EV taxis are considered as public transport options under Transport policy initiatives, such as Transport hubs.	EV team Licensing External stake holders	Ongoing	
		Work with partners to ensure procurement policies promote zero-emission taxis and private hire vehicles.	EV team Procurement OxonCC	2024 onwards	
Working Groups & ZCOP	Develop relationships with all local stakeholders and partners to deliver a city-wide approach	Create a city EV working group to identify shared assets and opportunities and utilise ZCOP and other private landowners to maximise EV infrastructure opportunities across the city.	EV team, OxonCC External stake holders	2024-27	
	Support working drivers to transition to electric vehicles	Create a working driver focus group with key organisations, deploying working drivers in the city to create and implement EV infrastructure multi-use solutions.	EV team ODS OxonCC (highways) Property services External stake holders	2023-27	
		Provide charging solutions at offstreet locations to meet the needs of working drivers and logistical services in Oxford, accommodating different vehicle sizes and working patterns. Engage Oxfordshire County Council to maximise opportunities for working drivers on the highways.		2024-27	
		Actively consider reserved Park & Ride parking for working drivers operating electric delivery vehicles.		2024/25/26	
		Optimise choices of charging for the different groups of working drivers.		2025/26	
Integrated Transport Links	Collaborate with Oxfordshire OxonCC Council to maximise new and existing infrastructure to create integrated transport schemes & Mobility Hubs	Maximise existing EV infrastructure to create better travel experiences - Mobility Hubs at P&R's in collaboration with Oxfordshire OxonCC Council	EV team ODS Property Services City Transport & Regen OxonCC External stakeholders	2023-24	
		Maximise EV infrastructure & utilisation at as many sites as possible - commuters/visitors by day and residents/fleet drivers by night.		2023-27	
		Consider links to active and public transport when identifying new sites for charge points and seek to facilitate EV infrastructure provision close to public transport locations. Facilitate joined-up solutions for mobility hubs by working with key partners in the city.		2024 onwards	
Public Interaction	Continue to make use of the Go Ultra Low Oxford & ESO brands, to support public knowledge	Develop a network of EV champions within the city that represent public and commercial organisations.	EV team Comms. team	2024-27	
		Support development of an Oxfordshire-wide conduit for resident requests for the siting of new charge points – to be hosted by Oxfordshire OxonCC Council.	EV team, IT Comms. team	Ongoing	
		Deliver a programme of promotional activities to stimulate the uptake of EVs across the city, building on the GULO campaign. Promote Use of Co-Charger and similar solutions that enable cost-effective sharing of EVI	EV team Comms. team	2024-27	

Utilisation of council assets

This policy area covers: Resourcing to implement OxEVIS, Consultancy, Council Fleet, Internal Council Best practice, OxEVIS Dashboard

Work packages in this policy area will secure Council staff both in dedicated and supporting teams to deliver this Delivery and Implementation Plan funded through a sustainable mix of internal and external funding sources. The work packages will embed effective Council processes and methodologies to deliver EVI in the long term and create an OxEVIS dashboard to monitor and showcase the progress of deployment against equitability and other metrics and will support ODS both in its role as an EVI supplier and in the move towards an all-electric Council fleet.

Work package	Policy statement	Action	Who	Delivery Date
The resource to implement OxEVIS	Create a dedicated EV team to oversee the implementation of this strategy and create income where possible to support the team	Maintain EV teams within Oxford City Council/Oxford Direct Services. Identify funding sources to support the EV delivery team. Adjust team to reflect wider policy contexts.	EV team, Finance ODS, OxonCC External stake holders	Ongoing
		Create a common set of delivery framework processes and workflow methodology to ensure the smooth running of the EV Programme.	EV team Comms. Team ES team, OxonCC	2023/24
Consultancy		Pursue funded opportunities to offer services and expertise to other organisations.	EV team, Finance External stake holders	2024-27
Council Fleet	Lead by example through the decarbonisation of transport in the city and lead Council Best Practice for EVI	Deploy an electric-only pool car fleet at appropriate offices.	EV team, ODS External stake holders	2024
		Support ODS in the reduction of carbon emissions from their fleet to support the city's 2030 net zero targets.	EV team ODS	2024
Internal Council Best practice		Work within the Council using change management tools to integrate EVI assets into appropriate council teams.	EV team, ES team OCC, Property services Customer services External stake holders	2025-27
		Work with colleagues to develop and embed an efficient methodology for EVI deployment on Council owned land.	EV team Property services External stake holders	2023
		Collaborate with Oxfordshire County Council and External Stakeholders to set out a consistent and fair approach to EV deployment across the City in line with OEVIS, OxEVIS and other relevant strategies and policies such as the Local Transport and Connectivity Plan 5 (LTCP5).	EV team OxonCC External Stakeholders	2024
Dashboard	Ensure Oxford City maximises the environmental and	Collaborate with Oxfordshire County Council to monitor progress of EV infrastructure delivery against the OxEVIS trajectory annually to ensure provision continues to meet revised demand and takes into account wider ZEZ, Net Zero and Air Quality plans/impacts. Ensure contracts enable data sharing for this purpose.	EV team IT Comms. Team, Procurement,	Annually

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		Oxford City Council to publish an annual utilisation report, covering demographic data, to enable analysis on the equitability of the network.	OxonCC External stake holders	Annually
	health benefits that electric vehicles offer	Measure the impact of the EV transition on air quality in the city.	EV team, ES team OxonCC External stake holders	2024

Fair and Accessible

<u>This policy area covers:</u> Car Club, Social Inclusion and Accessibility.

Work packages in this policy provide targeted support for "key users", and promote shared electric mobility schemes, accessible parking and working driver support as a priority in Oxford's travel hierarchy through committed integration of car club bays, accessible bays and working driver charging provision into infrastructure deployment. Work packages will develop a pathway to electrify blue badge parking bays and electrification of parking for tenants in private and public accommodation including HMOs. Work packages in this area will ensure grant is targeted and all contracts include a requirement for social inclusion.

Work package	Policy statement	Action	Who	Delivery Date
Car Club	Promote shared electric mobility schemes as a priority in Oxford's travel hierarchy	Electric car clubs to be maximised. Set annual standards for EV car club deployment. All new charging hubs to consider an electric shared car club vehicle. Ensure electric car clubs are deployed at all significant charging developments.	EV team Planning Property services, OxonCC External stake holders	2024 onwards
		Facilitate relationships between car club operators and charge point operators to ensure a seamless experience.		Ongoing
Social Inclusion and Accessibility	Facilitate a fair and accessible EV infrastructure for Oxford City	All tenders/contracts will include a requirement for social inclusion to ensure the provision of accessible, fair, and socially equitable EV Infrastructure.	EV team Comms. Team Inclusivity team	Ongoing
		Ensure designated accessible bays at every charging hub on city land. Engage and collaborate with Oxfordshire County Council and external stakeholders to encourage accessible bays onstreet, at transport hubs and in private car parks.	EV team, OxonCC External stake holders	Ongoing
		Creation of an accessibility audit document to be completed by developers at each new EV site. Committed for City EV Developments Endeavoured through engagement for External EV Developments within city boundaries (OxonCC, External Stakeholders)	EV team Planning Property Services OxonCC	Ongoing 25/26

		Continue to partner and test new innovative products/approaches that support the accessibility of charging.	EV team External stake holders	2024-27
		Work with Motability and similar stakeholders to pursue an appropriate programme to electrify disabled bays in city car parks, collaborating across other stakeholders such as OxonCC and third party EVI providers to ensure an accessible network.	EV team Comms. Team Inclusivity team OxonCC	2024-27

Dependencies and Constraints

The Delivery and Implementation Plan is dependent on many external factors to ensure its timely delivery. These include Central Government policy amends in areas such as planning, transport, energy, and climate as well as funding initiatives, and impacts on local policies as a result. Elections results at both local and national levels could change priorities too – impacting initiatives such as the Local Transport plan, the expansion of the Zero Emissions Zone and introduction of Workplace Charging.

To mitigate the impact of these changes, an annual review of the Delivery and Implementation Plan progress will be assessed, and the Council will update the public on any significant changes.

Oxfordshire County Council is the Transport and Highways Authority for Oxfordshire, and strategic planning and implementation of EV Infrastructure on the Highway is led by Oxfordshire County Council. Oxfordshire County Council supports the development of EV Infrastructure Strategies by tier 2 local authorities such as Oxford City Council, for EV Infrastructure deployment within their remit, to supplement and locally define the overall Oxfordshire EV Infrastructure Strategy. Oxfordshire County Council will collaborate with Tier 2 authorities such as Oxford City Council on strategic planning and deployment of EV infrastructure on the Highway, both during current deployment via the OXLEVI programme, and in the development of the refreshed Oxfordshire EV Infrastructure Strategy to be commenced in 2024.

Key Risks and Opportunities

External live document. Status 18 09 2023, see Appendix 1: Programme Risk Register OxEVIS Imp Plan, Cabinet Report October 2023.

Infrastructure Delivery

As government grant funding subsidies are being reduced, there is an increasing drive for commercial investment into EVI. Councils are moving from owned and operated to concession contract delivery models. This enables the private sector to focus on commercial delivery and Councils to focus on the needs of the people they serve.

To ensure that the deployment of charging infrastructure across Oxford City is equitable, inclusive and accessible, it is important to assess the existing infrastructure, future requirements and utilise a Delivery Model that will achieve the desired outcomes.

Drivers towards a Fair, Equitable and Risk Mitigated Delivery Model

There are concerns about the creation of local monopolies for public charging infrastructure, in particular for slower chargers that are used by households as their primary energy source. Such households tend to be dependent on the public provision available to them within walking distance of their homes, and without competition this dependency and the risks associated with it, are substantially increased. The primary risks are two-fold:

Risk 1: Contract failure (resiliency risk)

The public EV charging market is still relatively young and is expected to consolidate and grow substantially into mainstream provision over the next five to ten years.

The business case for AC onstreet charging in particular is currently weak and thus vulnerable to disruption. Electric Vehicle Chargepoint (EVCP) technology is also not yet mature, maintenance and repairs are costly. Contract enforcement in the context of acquisitions and administrations is very challenging: Oxford has experienced this multiple times: over the last seven years, **five out of ten of the Charge Point Operators (CPOs)**

who run the support and payment services for public using the chargers, delivering Oxford contracts were acquired or, in one case, went into administration, causing severe service disruption in the process.

Being locked into just one CPO concessionaire creates a single point of failure. Thousands of dependent EV drivers could lose access or experience reduced service simultaneously. While small scale disruption could be absorbed through public rapid provision and, in the future, co-charging, large scale disruption could have serious consequences for communities, working drivers and the local economy. Similarly, if a contract underperforms into breach of contract, procuring an alternative provider would take a minimum of ten weeks, excluding the time needed for onboarding of legacy infrastructure. So, service disruption would be substantial.

Risk 2: Locked-in pricing

Councils cannot fully control tariffs in concession contracts: competition law does not allow price setting. CPO concessionaires, also need some flexibility to monetize the substantial private investment contributions to provide EVI. While some constraints are possible, for example using margin caps and benchmarking requirements, pricing will be driven by private providers in the pursuit of profit. Where margins are constrained, underinvestment into the upkeep of the infrastructure could be the result.

We expect GUL-es and co-charging to disrupt monopolies to a degree, and multiple CPOs will be active in the city on private land, bringing some market driven competition. However, most residents would be reliant on the same CPO if the Councils only contract one CPO Concessionaire within walking distance of their home. This introduces pricing risks: Households that are dependent on their vehicles have no choice but to charge at the price that is available to them within a feasible walking distance. This dependence means a monopolistic CPO could inflate prices within the contractual constraints without penalty.

Providing charge points from two or more CPOs within walking distance of households on equivalent contracts would mean that residents have a choice. CPO Concessionaires would have to compete for custom on service performance, including price, ease of use and responsive maintenance. And, in an interoperable network, should one operator fail, the second operator may be able to take on and run the failed EVCP estate whilst a new CPO is procured.

Appendix 1 sets out how we are using geographic zoning to mitigate risks deriving from monopolistic contracts, and lock-in equitable and fair delivery.

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Preferred Delivery Models

The Council has gained considerable experience from its previous award-winning EVI projects, its current EVI estate results from 3 different projects and as such comprises 6 suppliers, operated across highways and Council owned land with different business models, contract terms and end dates.

EV Infrastructure delivered on the Highway in Oxford has to date been led by Oxford City Council under an agreement with Oxfordshire County Council for the Go Ultra Low Oxford Project (GULO).

Following steer from central government in the UK EV Infrastructure Strategy, and the allocation of LEVI funding for EVI to Highways & Transport (Tier 1) authorities in England, Oxfordshire County Council will undertake the lead role in strategic planning and implementation of all EV Infrastructure on the Highway within Oxfordshire going forward.

Oxfordshire County Council will collaborate with Oxford City Council regarding strategic planning and implementation of EVI on the Highway through;

- The OXLEVI Strategic Programme & Delivery Boards (during the period of the OXLEVI programme)
- Existing governance routes in Transport, Planning and Place-making at officer and member levels

Oxford City Council will lead on non-highways aspects of this Delivery and Implementation Plan, such as community inclusion and offstreet charging. Where County and City remits overlap, such on city-wide evaluation and monitoring, both Councils will collaborate in a joined-up approach:

1. LEVI funding will support meeting 2025 EVCP OEVIS targets & NEVIS projections. The GULO2 funding will remain 'ring-fenced' for Oxford (as required under the funding) and ensure the City OxEVIS targets are delivered.

2. Electric Vehicle Charging Points (EVCP) deployment on highways land will be subject to county strategic oversight under OEVIS. City will oversee inclusion of City Land Assets.

   a) County will work with City to meet OxEVIS numbers.

   b) New LEVI EVCP on highways land will be managed by County from the outset.

   c) Workshops for transition arrangements to County Highways management and roles and responsibilities under OxEVIS implementation plan to be held.

3. County EV Infrastructure Strategy (OEVIS) is planned to be updated 2024 – City OxEVIS commitments & implementation plan will be

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incorporated as part of this work with a view to ensure equivalent or improved outcomes for the City.

4. LEVI grant will be used for EVCP in areas that are strategically important but which the business case does not yet support. Typically:

   a) Areas of deprivation/lower socio-economic output and rural areas

   b) Areas with residents without access to off-street charging

Regional Procurement of AC slow and fast charging.

As mentioned in the Introduction, Government funding and delivery responsibilities under the LEVI programme are being delegated to Highways Authorities. For Oxfordshire, the £3.65M from LEVI will sit with Oxfordshire County Council (Oxon) to be shared across Oxfordshire, with a requirement for all Districts and Oxon to work closely together.

In general, the larger a contract the better value is possible for consumers and a seamless joined-up approach to EVI in Oxfordshire will provide a benefit for Oxford's residents, as well as commuters and visitors. However, this needs to be balanced with the risks deriving from monopolistic setups.

Oxfordshire County Council has committed to use LEVI funding to achieve 'National EV Insights and Strategy (NEVIS) Tool' targets for EVI infrastructure in 2025, and ring-fenced funding from the GULO project to provide additional EVI to meet OxEVIS targets for 2025 in Deployment round 1 of the OXLEVI programme.

Through the OXLEVI programme Oxford City Council will collaborate with Oxfordshire County Council and other Oxfordshire District Councils to review and define target numbers of EVI to be deployed in Oxford under the programme across multiple deployment rounds over the life of the contracts procured. OxEVIS targets will be reviewed periodically as part of the target setting process, and analysed alongside other datasets to contribute to a holistic approach across Oxfordshire. It is anticipated that the target review process will form a core part of development of the refreshed Oxfordshire EV Infrastructure Strategy, and ongoing collaboration between Oxfordshire's local authorities.

OEVIS solution hierarchy

Oxfordshire's EVI strategy has introduced a hierarchy that seeks to protect 'Inclusive Mobility' and active travel by deploying public EV chargepoints in the highway only where no off-road alternative can be feasibly implemented.

The Councils will collaborate to identify off-road sites which could feasibly be used to develop EV Charging hubs within a reasonable timeframe. Off road EV sites may include;

- EV Charging Hubs in publicly accessible car parks owned/managed by Oxford City Council or a third party, typically consisting of 6 or more EVCP.
- Smaller Community EV Micro-hubs at community buildings in Oxford run by Parish Councils or other community non-profit groups.

Oxfordshire County Council will then identify defined areas or 'zones' within Oxford, where EV Infrastructure in the Highway is the only viable option to provide residents without off-road parking sufficient access to public EV charging within a 5 minute walk. Oxfordshire County Council will work with the City council to identify the zones, the prioritisation of the zones for EVI deployment, and target numbers of EVI to be deployed within the identified zones.

Following appointment of a CPO, Oxfordshire County Council will invite the CPO to propose locations for highways EVI within the defined zones, and work with the CPO to develop appropriate site design, before approving and licensing infrastructure deployment.

This process and its outcomes will be jointly evaluated for OEVIS and OxEVIS compliance, and repeated for each future EV infrastructure deployment round.

This Zonal delivery methodology will be applied to procurement and delivery of mixed hubs, on-street solution as well as car parks and destination charging, to enable deployment based on geographic characteristics, such as deprivation, onstreet household density, destination charging opportunity.

It is likely that concession contracts for these solutions are to be @15years in length. This is the average time that CPOs are currently looking to lock-in contracts, to ensure a viable return on their investment.

Rapid Hub Delivery

Large rapid/ultra EVI hubs, like ESO, are best deployed by specialist CPO's. Upfront capex, in terms of energy requirements and cost of charging infrastructure are high. Energy connections may also require a considerable lead-in-time. These will be delivered under separate focused procurements.

Contract lengths are likely to be @15-20yrs.

Consolidating Contracts

When previously procured EVI contracts end, (where possible) corresponding EVI locations will be added into the wider portfolio umbrella. New contracts will require such integration without discrimination against users of legacy infrastructure. Highways sites will be incorporated into highways contracts, and offstreet sites into offstreet contracts, unless otherwise agreed. This will ensure all EVI is operated, owned, and maintained in a consistent manner that secures best value and performance for the Council and those who use the estate.

Cross Pavement Solutions - GUL-e

Cross-pavement solutions for the public, such as GUL-e, are an essential element of this Delivery and Implementation Plan. These solution types provide the closest alternative to home charging for residents that do not have access to the benefits of off-street parking, without converting front gardens into driveways. Oxford City Council will work with Oxfordshire County Council, ODS, City Planning and other partners, to promote, and pursue options that reduce barriers and increase uptake of cross-pavement solutions.

Shared EVI Solutions & Private Landlords

There are increasing opportunities for sharing EVI. This includes residential home charging (Co-Charger) as well as maximising EVI for public and private use, either on City or Private Land. Maximisation of these opportunities are also an important part of this Delivery and Implementation Plan.

Oxford Direct Services (ODS) - Longer term Owner/Operator Model

In 15 years' time the numbers of EVs on the road will outnumber fossil fuelled vehicles, providing a much stronger business case for an owner/operator model. At this point, as the concession contracts end, Oxford will also own it's previously contracted underground EV infrastructure (@60-70% of the costs value of any install).

This provides a great opportunity for the City, via ODS, to become a future owner/operator, with more control over service and fair pricing than under a concession agreement. This Delivery and Implementation Plan will provide ODS with opportunities to develop skills that support this longer-term model. Starting with providing CPO services for a small number of offstreet locations, which can increase in line with success and increased expertise.

Where existing commitments and EVI are transferred to new contract owners, such as the existing GULO onstreet estate, we will seek a reimbursement of the sunk investment.

Efficient & Effective Procurement Methodologies

Procurement and contracting of EVI for a Council is resource intensive. The Council owns and operates a Dynamic Purchasing System (DPS) for EVI related procurement, which has reduced this administrative burden to a minimum. This award-winning service is supported by government

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and being used by multiple by other LA's to procure EVI. Revenue from the DPS covers the resource needed to run it, under an invest-to-save scheme. In the next 12 months it is hoped that this service will create additional revenue for the Council's Sustainability agenda.

This Infrastructure Delivery and Implementation Plan will seek to procure effectively and efficiently, via the DPS.

This Delivery and Implementation Plan seeks to further minimise Council resources needed to procure and contract EVI, by aspiring to achieve the following:

1. Contracts will be robust, enforceable and have clear KPI's
2. All CPO's partnering with Oxford will have met a set of stringent EVI related and business quality criteria
3. Oxford will utilise the minimum number of high-quality CPO's needed to achieve best value different charging solutions for its residents, while supporting healthy market competition.
4. Revenue generation from concession contracts will set out to cover contract management costs.
5. There will be a partnership approach with CPNO's to deploying infrastructure.
   a. Longer term contracts with Deployment Rounds @every 3 years.
   b. Infrastructure deployment is based on need
   c. Location selection is a partnership approach with locations being suggested by both CPNO's and the Councils within their respective portfolios and in line with the agreed site selection process. To ensure the equitability and accessibility standards set out in OxEVIS and OEVIS are met, in particular in regards to areas of deprivation, the Councils reserve the right to prescribe a minimum of 20% of the overall locations, and will collaborate to ensure that a good network balance between offstreet and onstreet sites is achieved.
   d. Monthly data/KPI reporting
   e. Tight initial contract management until all standards and KPI's are achieved and a structured handover process for onward contract management
   f. City wide annual performance reviews

Planning EVI Delivery & Numerical Targets

Planning for delivery, requires utilisation of multiple government collated and local datasets to calculate EVI socket requirement per annum and to achieve Net Zero. Oxford City Council commissioned a toolkit calculator to do this as part of OxEVIS. The latest table is shown in Table 1 below.

It must also take into account local transport plans, which seek to reduce private car usage. Datasets like total number of vehicles on the road are critical to ongoing deployment calculations.

Below are the main datasets used to monitor EVI deployment & calculate ongoing EVI demand:

1. Numbers of Cars and Vans in Oxford
2. Demand Tracker – showing exact locations for on-street need.
3. BEV registered numbers per quarter in Oxford
4. Number of existing working sockets by type (5kW, 7kW, 22kW, 50kW, 150kW etc.) in Oxford
5. Number of BEV's per socket type.
6. Approx. visitor cars and vans to Oxford
7. Nationally collated trajectories/predictions for EV uptake
8. Local trajectory of EV uptake needed to achieve net zero by 2040
9. Numbers of households in Oxford
10. Numbers of households in Oxford that will need access to public charging
11. Numbers of plug-in grants
12. Utilisation rates of existing EVI
13. Numbers of cross pavement solutions deployed

Understanding EV Uptake

Oxford uses published government data (DfT) to monitor EV uptake. Every quarter the Council will utilise the latest EV registrations in Oxford to baseline EV uptake.

This enables the City to track EVI need against actual EVI provision and plan properly for the future. Currently many BEV owners also have access to home charging and therefore will only use public charging infrequently. This model is changing, EVI provision must remain ahead of e-migration if we are to meet our NET ZERO targets.

EV car registrations are useful, but they only tell us the City or location where the car is registered to. The Council will also work with local stakeholders, such as residents, Working Driver Operators, local institutions and businesses to improve its knowledge and evidenced base data.

## Combining Datasets to Determine Need

The Councils will use a joint 'Demand Tracker' to record resident requests for EVI, combined with a data-sharing agreement to record exact locations of EVI need for residents that are accessible to OxonCC and the Districts, including the Council. Directly expressed demand provides the best location accuracy for demand, and can provide valuable insights on need.

Datasets will be combined with the surveys and consultation outputs, to determine the appropriate and equitable spread of the right charging infrastructure across the city.
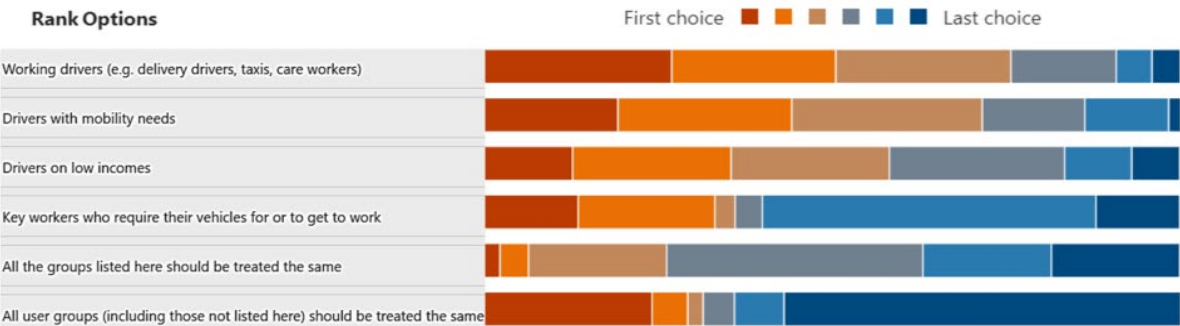
Survey output 2022

The total number of charge points required across Oxford has been identified yearly. More detailed data and a comprehensive split by charging types is available for fixed periods in 2026, 2030, and 2040.

This Delivery and Implementation Plan commits Oxford to set its EVI Delivery target to be aligned with the EV uptake requirements under the ZCOP transport roadmap. This is 3 years ahead of medium EV uptake projections as per the governments monitoring tool NEVIS. This provides sufficient time for fluctuations in EV uptake, and factors in sufficient time to undertake location selection, as well as aligning with 3 yearly deployment cycle (see Table 1 below).

Table 1 - Public EVCP Demand

This table is from the Toolkit used to plan and monitor EVI demand. It is based on all public EVCP sockets, offstreet and onstreet, Council and private sector, aligning with other EVI forecasting methodology.

Trajectories are based on different uptake models. The fastest uptake trajectory is ZCOP (NET ZERO by 2040) - this requires all cars and vans to be NET ZERO by 2035.

These calculations assume a fast socket is a 5-7kWh charger and a rapid is initially a 50kWh charger.

Chargers with a different power rating will be appropriately factored into the toolkit.

These calculations are based on the ICCT calculations

Cross Pavement solutions (GUL-e) have been assumed to account for 10% of all on-street charging.

Original date = Demand Year. Install Date = 3 years prior – to ensure that EVI provision aims to be @ 3 years ahead of need.

All datasets will be verified and the Toolkit output recalculated as a minimum once per annum.

KEY	
To be completed/needs answering	
Data Pull from other sheet	
Formula Calculation	

Electric vehicles from DfT statistical data (VEH0132) Annual UK Mileage **7400**

Oxford City Council Annual Review

		2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Electric Vehicles	Projected ZCOP	3,519	6,110	8,702	11,293	13,806	19,881	25,955	32,030	38,105	44,179	46,388	48,597	50,806	53,015	55,224	55,224	55,224	55,224	55,224	55,224
	Projected High	1,923	3,281	5,261	8,094	12,153	16,208	20,302	24,507	28,976	33,833	38,678	43,503	48,189	52,676	55,224	55,224	55,224	55,224	55,224	55,224
	Projected Medium	1,553	2,651	4,250	6,539	9,817	13,094	16,401	19,798	23,408	27,332	31,246	35,143	38,929	42,554	45,969	49,116	51,955	54,407	55,224	55,224
	Actual	1,184	1,400																		

		Original date	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
		Install Date	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	
Bays (3 years ahead)	Fast	Projected ZCOP	480	586	784	1023	1179	1402	1524	1600	1677	1753	1829	1905	1905	1905	1905	1905	1905	
		Projected High	344	516	639	800	902	1066	1167	1334	1501	1663	1817	1905	1905	1905	1905	1905	1905	
		Projected Medium	278	417	516	647	729	861	943	1078	1212	1343	1468	1586	1694	1792	1877	1905	1905	
		Actual	121	141	149															
	Rapid	Projected ZCOP	197	214	279	330	375	411	443	465	486	509	531	554	554	554	554	554	554	
		Projected High	142	189	227	260	287	312	340	388	436	483	527	554	554	554	554	554	554	
		Projected Medium	116	153	184	209	232	252	274	314	352	390	426	460	491	520	545	554	554	
		Actual	4	38	38															

		2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
CO2 Savings	Projected ZCOP	5,234	9,089	12,943	16,797	20,535	29,570	38,606	47,641	56,677	65,712	68,998	72,283	75,569	78,855	82,140	82,140	82,140	82,140	82,140	82,140
	Projected High	2,860	4,881	7,825	12,039	18,076	24,108	30,197	36,452	43,100	50,323	57,530	64,706	71,677	78,351	82,140	82,140	82,140	82,140	82,140	82,140
	Projected Medium	2,310	3,943	6,321	9,725	14,602	19,475	24,394	29,447	34,817	40,653	46,475	52,272	57,903	63,295	68,374	73,055	77,277	80,925	82,140	82,140
	Actual	1761	2082	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Monitoring and Evaluation of Performance

The OxEVIS programme Board will monitor and evaluate the effectiveness of this Implementation and Delivery. This will be done every 3 months, alongside an annual overview. Any ancillary projects delivered under the OxEVIS programme will be monitored via their respective project boards.

A full review of Implementation and Delivery will be carried out via Evaluation rounds, scheduled for 2026, 2030, 2035 and 2039/40. These will re-evaluate predicted trajectory of EV uptake (taking into account strategy and policy changes), the success of existing strategies for EVI deployment (including an analysis to understand whether the Fair and Equitable objective is being met) and vehicle and mileage reduction in the city in line with the OxEVIS tranches.

These evaluation rounds will be aligned with the ZCOP roadmap, and LEVI evaluations. Each evaluation round will result in a new projection of EVCP need in the city, and updated for the next planned tranche. Evaluation rounds must seek insights from external stakeholders such as CPO representatives, Oxfordshire County Council, inclusive mobility groups, working drivers, EVI users and other impacted groups to be identified in the respective work package.

Evaluation KPIs will be developed as one of the work packages under this Delivery and Implementation Plan but data points will contain as a minimum:

Annually:

- OX number of full battery electric vehicles to
- OX number of EVCP in total
- OX number of GUL-e deployed
- OX number of EVCP by technology
- OX number of car club bays total
- OX CPO contract performance incl. customer satisfaction and uptime
- OX Utilisation by EVCP technology
- OX demand forecast
- OX median EVCP cost by technology
- OX Revenue share per annum/average EVCP

Full Review Evaluation tranches/EVCP Deployment rounds:

- OX number of Vehicles per 1000 residents
- OX number of EVCP per 1000 vehicles
- OX number of car club utilisation in total and per COA
- OX number of EVCP per COA, analysed against affluence, utilisation, and uptime.
- OX Air Quality Plan particulate emission tyres
- OX Air Quality Plan particulate emission tailpipe OX equality impact assessment
- OX innovation status
- OX CPO contract performance review
- OX CPO – value for money assessment for Oxford EVI users – confirming benefits of continuation of deployments under existing contract

Resourcing Requirements

This resourcing covers the **additional** City resources & staff needed to fully deliver the contents of this Delivery and Implementation Plan.

It should be noted that the City Council has already committed considerable resource to deploy EVI, as it recognises the importance of this work in achieving its net zero targets. A team of 3 permanent staff are currently supporting EVI delivery, as well as support from other internal teams. These costs are excluded from the additional funding calculations.

By April 2027, with the detailed actions in Part 1 of this document completed and suitable well performing charge point operators in place, the City will be able to re-assess the workload and resources required for ongoing delivery of EVI and determine where it best sits in the Council and the related ongoing governance structure. A desired outcome is to have a normalised, "business as usual", efficient and cost-effective process.

Appendix 6 shows the additional City resources & staff needed to fully deliver the contents of this Delivery & Implementation Plan. This resourcing plan is based on a comprehensive assessment of additional need until April '28. Internal teams including Corporate Property, Legal, Property Services etc have contributed their additional requirements, alongside a fully costed work programme from the EV Team.

A bid to cover these additional implementation plan cost will be made for April '24-April'27 under the MTFP. Budget shortfalls in 24/25 and 25/26 are anticipated to be fully offset over subsequent two years, achieving a net income of £24k by 27/28, and are expected to stay net positive thereafter.

To check on projections and funding arrangements, a financial programme update will be provided quarterly through programme governance, and be reviewed annually by the Development Board each year. Capital projects will report monthly.

It should be noted that income will be heavily dependent on the Council's ability to designate land for EVI bays. The spilt of Car Park bays vs Onstreet Bays is an estimate – it will be determined by joint working to identify suitable locations between County and City. The Car Parking Bay numbers align with first phase estimates for car park EVI installs agreed internally.

Other assumptions in this model, include receipt of @£60K capability funding to support the LEVI programme work over the next 2 years and 50% income share of ongoing revenue via the On-street estate if the contract moves to County Highways, until the City Council's investment has been recouped. The numbers of AC and DC chargers are in line with the expected roll out via GULO and LEVI.

The contingency reserve fund will support any additional intervention costs. Figures are estimated as per September 2023.

Table 2 - Note: Bay increases are Council contracted bays only, excluding third party charging bays[9].

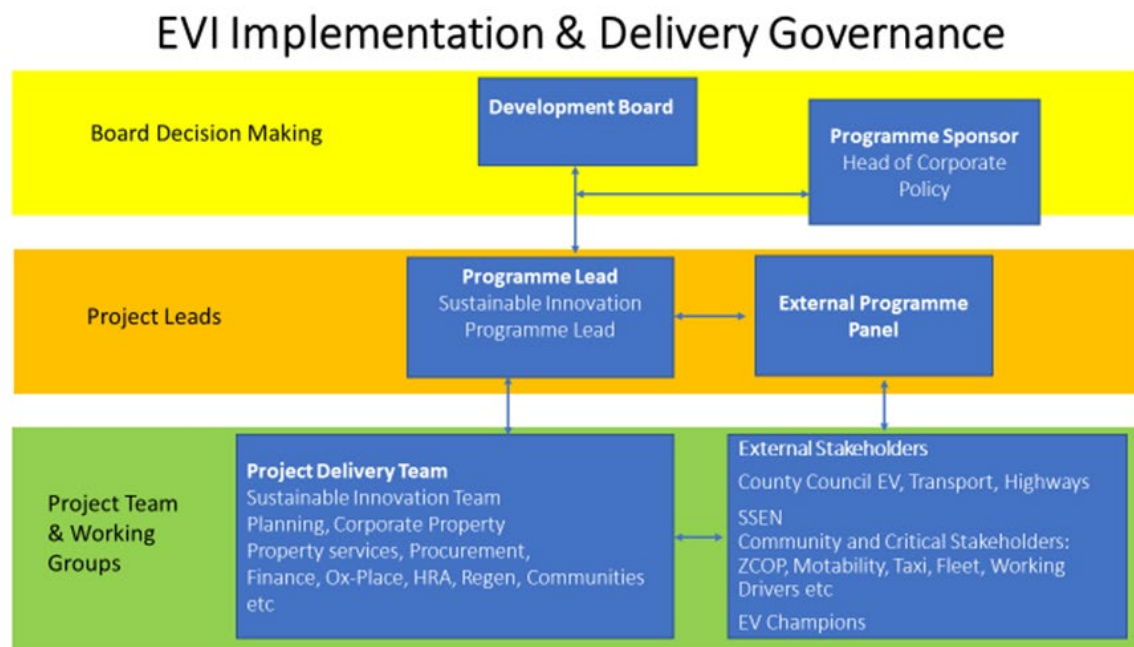| Financial Year	24/25	25/26	26/27	27/28	**Total**	est. 2029 - 2040
Council hosted charging bays:	Bays increase this period:	Bays increase this period:	Bays increase this period:	Bays increase this period:	Total bay increase 24-28	Total bays increase 29-40
AC Onstreet bays (increase per year)	55	109	49	66	**279**	126
AC Car parks bays (increase per year)	22	75	30	39	**166**	291
DC Bays (increase per year)	10	13	10	9	**42**	121
Cost and Income:						
Charge point Revenue Income	£40,747	£117,863	£148,313	£188,267	£495,190	
Capability fund (estimated value)	£30,000				£30,000	
Total Income	**£70,747**	**£117,863**	**£148,313**	**£188,267**	**£525,190**	**£7,159,913**
City resources	£97,942	£99,820	£101,589	£104,852	£498,642	
Contingency Reserve (Intervention)	£0	£32,433	£32,433	£32,433	£97,300	
Total cost	**£97,942**	**£132,253**	**£134,022**	**£137,286**	**£501,503**	**£1,920,697**
Out-turn	**-£27,195**	**-£14,390**	**£14,291**	**£50,982**	**£23,687**	**£5,239,216**

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[9] Bay increases based on cautious estimates, to reduce budget risk, and account for uncertainties. Actuals may be higher, as per Table1.

Governance, Roles and Responsibilities

The Development Board will be responsible for monitoring, critical decision making, reporting and overarching delivery of the programme.

External stakeholders are integral to the success of the programme. It is recommended that all critical external Programme Leads are identified in the start-up phase and with agreement co-opted onto the External Programme Panel - including representation at Development Board as needed.

External governance structures are project specific. Increasing integration into Local Transport and Connectivity Plan 5 governance and Future Oxfordshire Partnership governance are expected.

EVI Implementation & Delivery Governance

Board Decision Making
- Development Board
- Programme Sponsor — Head of Corporate Policy

Project Leads
- Programme Lead — Sustainable Innovation Programme Lead
- External Programme Panel

Project Team & Working Groups
- Project Delivery Team — Sustainable Innovation Team, Planning, Corporate Property, Property services, Procurement, Finance, Ox-Place, HRA, Regen, Communities etc
- External Stakeholders — County Council EV, Transport, Highways; SSEN; Community and Critical Stakeholders: ZCOP, Motability, Taxi, Fleet, Working Drivers etc; EV Champions

Appendices
Appendix 1 Delivery Models Detail
a. Zonal Approach

As detailed earlier, to ensure an equitable and fair network across the city and, to ensure the deployed infrastructure meets the needs of all of those who live, work, and visit the city, a zonal approach to infrastructure is going to be applied. This creates approximately 400 zones across the city, with the aim of providing charging solutions in walking distance from homes that need them, and enable targeted deployment of specialist EVI hubs, such as hubs for working drivers.

This geographic approach will allow for targeted deployment of EV infrastructure in areas of need, and enable ongoing evaluation and monitoring of distinct geographic areas, to ensure future deployment rounds maintain the principle of equitability.

This will, for example, enable us to analyse access to charging services in areas of deprivation or with high numbers of resident working drivers (drivers dependent on their vehicle to carry out their work), such as care workers, domestic cleaners, taxi drivers or delivery drivers.

In addition, zones will be utilised to monitor the impacts of market share on pricing and performance of concessionaires – any market share above 25% is classed as monopolistic by the competition market authority, and may result in local market dysfunction, such as inflated pricing or underinvestment. This is particularly relevant for overnight charging solutions that directly compete with home charging, as residents depending on public charging may have only a single provider available within walking distance from their homes. Geographic zoning allows us to analyse the performance of our contracts against such monopolistic tendencies, and allows us to target interventions if required, such as:

- Increasing the number of cable channels
- Encouraging co-charging (sharing of home chargers/driveways/work place charging)
- Encouraging additional charging provision on third party land
- Procuring additional onstreet or car park providers.

The zones have been created using Field Dynamics software by Oxfordshire County Council. City and County officers are working on integrating these maps with data derived from Census Output Areas, the most granular spatial dataset produced by the 2022 Census, and data layers created through the LEAP tool, a data tool developed as part of the Local Energy Oxfordshire project (LEO). The aim is to create a data tool that allows for easy analysis of anonymised data, to assess whether infrastructure provided meets the cities needs. A work packet under this Implementation Plan will seek to feed the anonymised data outputs into a dashboard that is accessible to the general public.

The proposed zoning across the city is shown below with the total properties and an average deprivation score and number of Onstreet properties.

Bundle	Grand Total 20/09 (variation expected)
Number of Filed Dynamic Zones/Census Output Areas	423/446
Number of Properties	55225
Average % of households with one + deprivation indicator	48%
Households with a high probability onstreet parking	25403
Number of charging demand respondents (in Postcodes)	279
Zone contains one or more electric substation/s with 0 capacity	24

Need, Demand and Priority Maps

The below map shows the Field Dynamic output zones, which analyse the level of demand for slow and fast public charging units, as equivalent to home charging (rapid charging demand is excluded), based primarily on access to a driveway that can be connected to a household energy supply. An iteration of this map will form the basis of a wider "need and constraint" analysis, which will take into account a wider set of data sources.
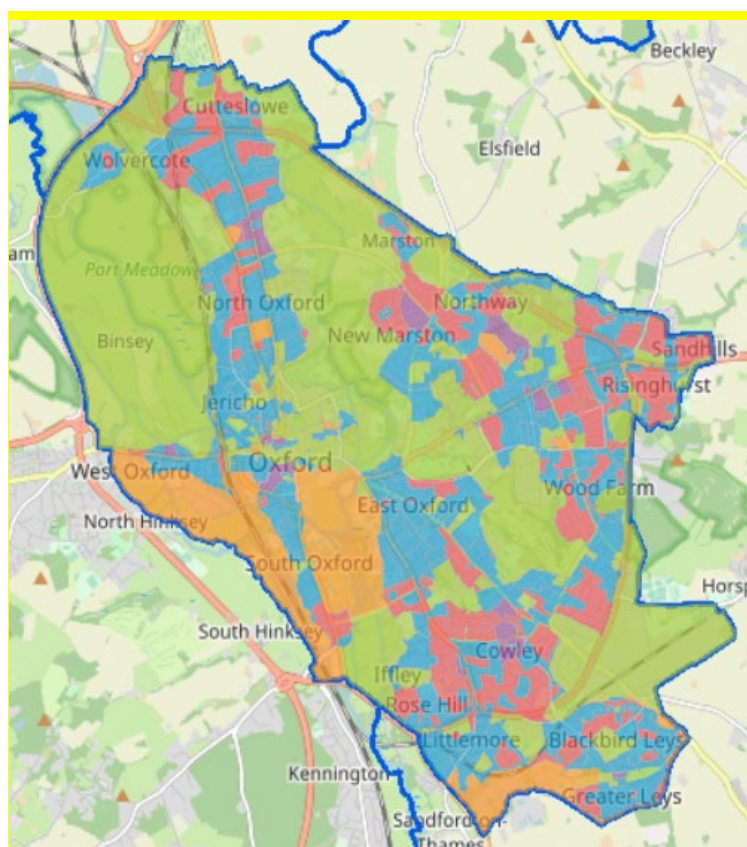
Assumptions and notes:

1. Public Zones: More than 25% of households do not have access to offstreet parking
2. Offstreet Zones: 75% or more have access to dedicated parking.
3. Minimum need: Green Space/other
4. Commercial: Non-residential use
5. Visitor: Area with high need for destination charging.

6. 2021 census data has been used to analyse Census Output Area data.
7. Field Dynamics data (chosen method of mapping data on-street requirements, 2023) will be analysed alongside datasets that have been consolidated from the LAEP system (2023) and Census data (2021). Dataset may change, depending on availability during evaluations.

A number of analytic maps will be created and monitored to analyse key user categories and impact of policies.

An example is below, analysing the availability of car clubs against deprivation levels, and car club electrification. This map illustrates that car clubs are currently concentrated in mixed and affluent areas. More deprived areas have lower car ownership, and are more likely to have unmet transport need, so would benefit from access to car clubs for those with driving licenses. Mapping exercises allow us to target policy intervention or additional support to enable expansion of such schemes, and build a data evidence base to support market led expansion. Other car club maps will use census and other transport data to analyse car club prevalence against age, and number of cars per household, to enable the Council to monitor the impact of car clubs on car ownership.
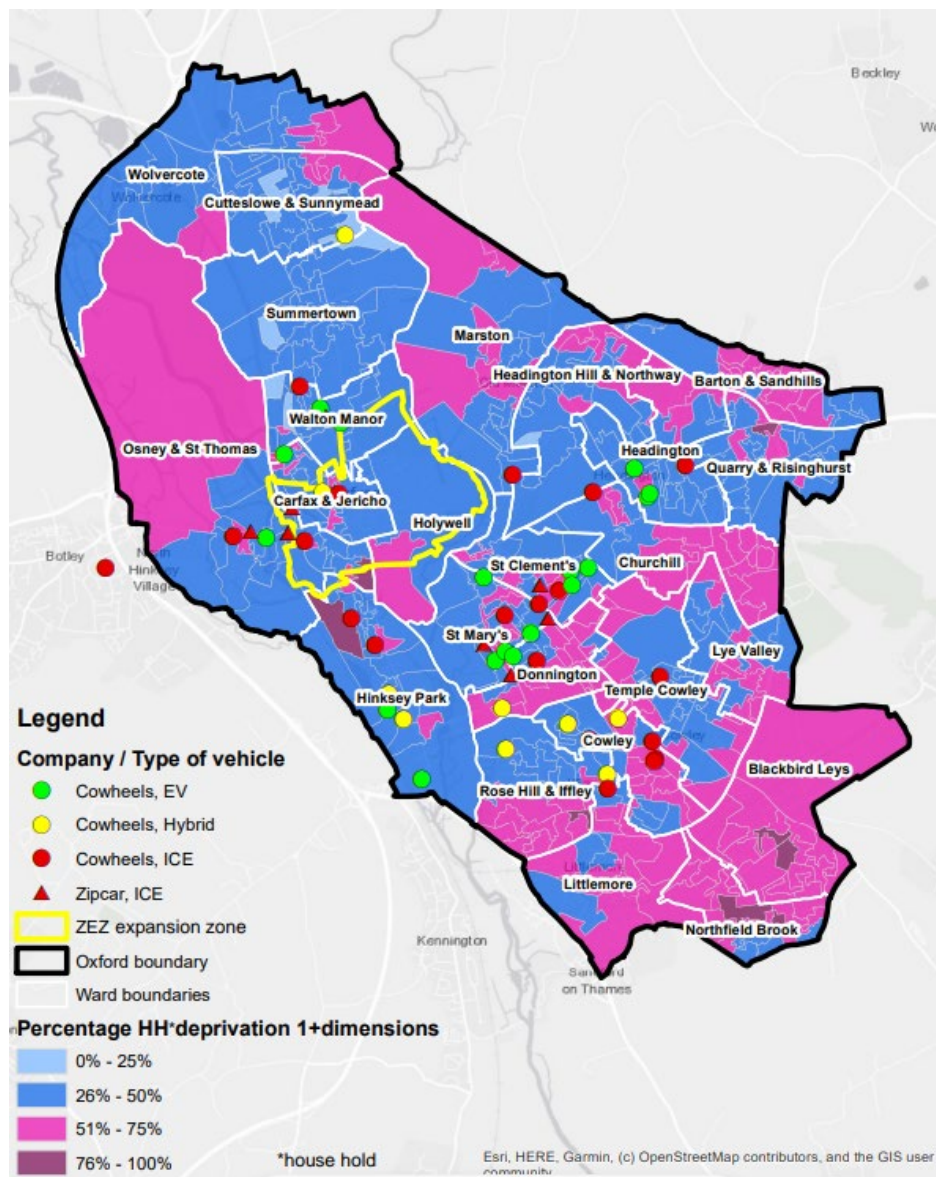
ICE: Conventional Fuel Vehicle.

ZEZ: Zero Emission Zone

b. Rapid Hubs

The projections for Oxford suggest that the Energy Superhub Oxford Hub at Redbridge Park & Ride will provide the required number of large rapid hubs in the city to meet the demand until 2026.

However, it should be noted that these projections are based on fixed periods and to ensure a continued transition to EVs it is important for areas to continually look to the next targets and ensure that infrastructure keeps ahead of demand.

It should also be noted that the timescales associated with delivering rapid charging hubs can be considerable, so it is recommended that Oxford begin to look at the next site for siting a large rapid hub within six months of this implementation plan being approved.

The image below shows several possible sites in the north of the city that have been identified as possible locations for future rapid hubs. It is proposed that OCC begin initial discussions with landowners and internal. Council departments to identify the location and scale of the next rapid hub.

c. Gul-e & Cross Pavement Solutions

The Gul-e cross pavement solution has been developed in partnership between Oxfordshire County Council and Oxford Direct Services over the last few years. This partnership resulted in a successful trial of 27 units in Oxford at the beginning of 2022.

Oxfordshire County Council is leading development of a demand led 'EV Cable Gully' scheme, following on from the pilots, and has been awarded LEVI funding to subsidise end-user costs. It is anticipated that following approval, the scheme will launch in 2024, and deliver up to 500 subsidised cable gullies across Oxfordshire.

It is recognised that the successful roll-out of the solution will reduce the overall number of chargepoints that Oxford needs to install to meet demand. It is projected that 1 charge point can be removed for every 16 Gul-es deployed.

The table below indicates the numbers of Gul-es to meet a 10% target, of all properties without access to off-street parking, having this solution. Actual deployment figures may vary, and will be monitored as part of evaluation rounds to determine public EVCP requirement and planning officer time.

Total Additional Cross Pavement Solution - estimates	2026	2030	2040	Responsible
3,175	715	843	1,617	Oxon (Licenses), City (Planning)

The deployment of Gul-es will require each individual household to apply and pay for the solution. It is therefore difficult to assess how fast deployment will take place and identify exactly where they will be located. However, the heat map below identifies the key areas where there are the most concentrated locations of suitable properties.
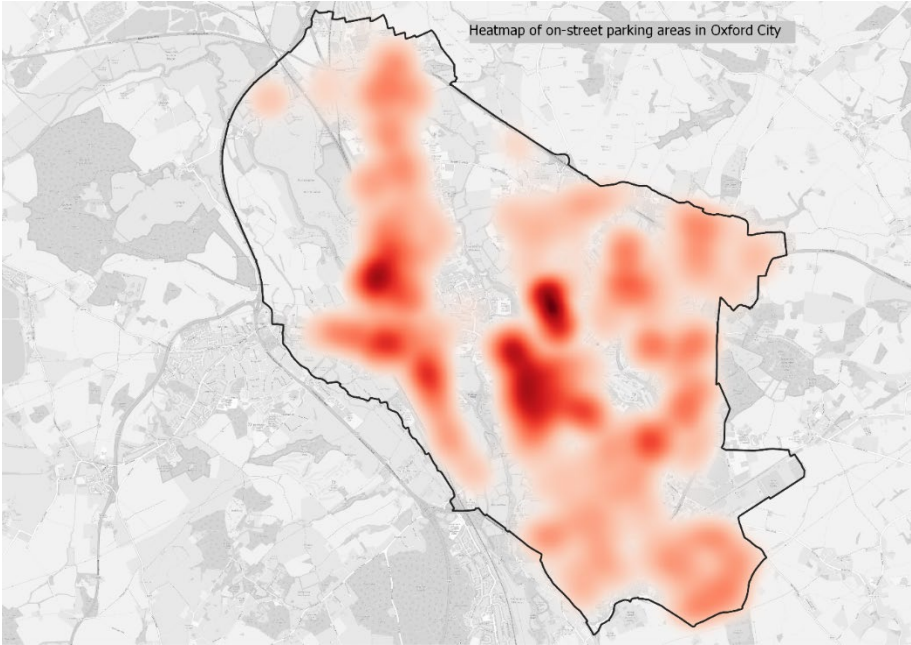
Oxford City Council will support continued roll-out of EV cable gullies by processing Householder Planning Applications for home EV charge points submitted by Oxford residents, and sign-posting enquiries to Oxfordshire County Council's online EV Cable Gully application service.

Oxfordshire County Council will share data on EV Cable Gully uptake with Oxford City Council to facilitate the joint target setting process for EVI.

It should be noted that Gul-e's could reduce onstreet deployment further, if shared between multiple households, pending further exploration of regulatory constraints.

Appendix 2 Actionable items from each policy statement.

Fit for purpose – strategy, funding/finance, standards, innovation, land

Policy Statement & Area	What
Collaborate with Oxfordshire County Council on the deployment of a network that meets current and future demand in the city	- Set out a procedural review process in 2026, 2030, 2035, 2040 - Define key stakeholders and involve them in development of the Oxford EVI Network and review process. - Collaborate with Oxfordshire County Council to ensure that EVI in Oxford City is deployed in line with jointly agreed EV uptake forecasting scenarios across City Council off-road estate and Oxfordshire County Council Highway estate - Collaborate with Oxfordshire County Council to develop EVI monitoring mechanism (actual deployment vs forecast trajectory) taking into account GUL-e forecast and uptake, and use EV strategy modelling as a baseline for infrastructure growth - Establish zoning strategy and review success. - City and partners to collaborate to deliver EVI programmes (GULO P2, LEVI, wider implementation) To continue the rollout of EV infrastructure. City to oversee the deployment of offstreet infrastructure. - Continue to improve planning support for GUL-e - Work with procurement team and ES partners to prioritise low carbon materials - Confirm the programme and prioritisation of works along with the resource needed to deliver this - Work with ODS to develop options for Oxford to become an Owner/Operator of EVI in the longer term.
Collaborate with Oxfordshire County Council to set the minimum standards required for any new deployment within the city	- Review all compliance standards annually - Provide input into Oxfordshire EV Infrastructure Strategy 2 development via workshops and consultations and collaborate with Districts and Oxon to develop a consistent offering across Oxfordshire
Ensure that the future network meets the needs of all	Create a WP to explore how city can support HMOs and Tenant migration to EVCPs
Continue to promote Oxford as a test bed for innovative technologies	- Promote and integrate EV infrastructure with other projects, such as LEO, Pioneer Places, etc. - Ensure that innovation is an essential criterion for all tenders - Pursue innovative technology trials and link with pioneering partners - Continue thought leadership

Ensure planning and council policies reflect the changing needs of EV infrastructure	• Input into future planning changes/evolution that impact EVI • Reflect Requirements from Building Regulations Part S • Stay up to date with sustainable planning development criteria and continue to feed into heritage planning policy/documents • Work with the planning team to produce case studies that support successful EV installations in a heritage environment • Ensure that best practice is disseminated to residents and CPNOs
Ensure the city of Oxford benefits from new commercial opportunities in the EV	• Carry out an annual review of business models to compare predictions against actual. • Keep abreast of developing new business model opportunities • Utilise existing networks and new procurement to maximise revenue return • Seek opportunities to work with other local authorities to maximise the best value and revenue return
Continue to seek funding opportunities and land that support this EV strategy	• Pursue grant funding to support the delivery of the EV strategy elements • Work with UKIB and other funders to explore funding opportunities • Work with Property Services to agree on a directory/asset bank of suitable council-owned land for EV infrastructure • Create a city & privately owned land asset bank • Work with private landlords to identify opportunities for EVI • Create a ZEZ work package/EV needs case in line with ZEZ expansion • Ensure that grants and tenders prioritise ZEZ locations in line with the expansion programme

Communities and critical stakeholders

Policy Statement & Area	What
Create Partnerships with critical stakeholders	• Create a stakeholder map with DNO as a critical partner for EVI Implementation Plan • Continue to utilise and develop the Local Area Energy Plan mapping tool
Continue to promote Oxford City as an exemplary city and support other LAs in their transition	• Strengthen existing links with OZEV, Innovate UK, ZCOP, DPS suppliers etc. & create a directory of partners • Create case studies and feed into best practice portals to share knowledge • Consider how this is done in partnership with Oxon
Support a zero-emission fleet of Taxis	• Six monthly monitoring and reporting of percentage uptake for hackney and private hire vehicles to Zero Carbon Steering Board • Define OCC EV teams role and responsibilities in achieving net zero taxi fleets • Input into council policies to support use of and transition to zero emission Taxis.
Develop relationships with all local stakeholders and partners to deliver a city-wide approach	• Create a work package to maximise relationships with local stakeholders • Define structure, establish roles and responsibilities, governance and hierarchy. Create a resourcing plan and ZCOP sprint • Work with private landlords to identify opportunities for EVI, supported by creation of a Private landlord lease. • Incorporate deliverables from these relationships into ongoing procurement for EVCP • Work with Oxon and Districts (via LEVI programme) to optimise land owned by Oxfordshire Councils to deliver EVI
Support working drivers to transition to electric vehicles	• Identify team members, and establish roles and responsibilities • Explore enabling sufficient accessible structure: barriers, bays, car park configurations etc., covering:

	o Accessibility barrier restrictions o Larger size bays across the city o Rapid charging for transient visits o EV & EVI for freight o Overnight charging for workplace drivers that live in the city but cannot park off-street o Use trial initiatives and data/telematics providers to support learning • Include P&Rs as potential locations in working driver-specific infrastructure • Accommodate travel patterns for working drivers • Work with Oxon & Districts to ensure working driver EVI is joined up across the region where feasible
Continue to make use of the Go Ultra Low Oxford & ESO brands, to support public knowledge	• Define EV champion role and remit • Reach out to organisations & public • Advertise the EV champions programme on the OCC website • Ensure that an online request service for EV charger locations is available to Oxford residents and businesses • Carry out community engagement • Promotional protocol for lower-income areas to aid equitability and fairness • Join up with Oxon & Districts for events and other initiatives to encourage transition to EVs and alterative car use .Use EV summit and other open-day type events for EV promotion

Utilisation of council assets

Policy Statement & Area	What
Maintain a dedicated EV team to oversee the implementation of this strategy and create income where possible to support the team	• Oxfordshire County Council and Oxford City to collaborate via the OXLEVI Strategic and Delivery Programme and other relevant governance boards to ensure off-and onroad EV infrastructure across Oxford City Council and Highways land form a network that meets OxEVIS and OEVIS targets • Establish a medium-term resourcing plan, with funding and income to support resources needed to deliver the EVI programme • Work across OCC to gain swift approval for initiatives covered by income generation • Create a central point for all templates, reporting, and governance for funding application management and resource sharing, which aligns with Council wide project practice (Project Management Office). • Continue to deliver contract management at Oxford City Council owned off-road EVI sites in line with charge point expansion to support high-quality delivery and expand to other local authorities where viable. • Support Oxon highways with onstreet estate transition and implementation of an EVI contract management facility. • Explore options for revenue generated to be used to support wider EVI implementation • Provide opportunities and support ODS to develop EVI installation, operation and maintenance skills and expertise
Lead by example through the decarbonisation of transport in the city and lead Council Best Practice	• Audit the pool car fleet to confirm the numbers of electric and ICE and work with colleagues to move pool cars over to EV car clubs where this is more cost-effective • Work closely with ODS to transition their fleet to zero-emission • Share knowledge & innovation in EV and charging sector to support the transition • Create a working group, using change management tools to integrate EVI assets/services into appropriate council teams.

	• Ensure that any future EVI assets/services taken on by the Council can be resourced and managed to meet the KPI's needed to achieve best value delivery for Users. • Agree on an internal best practice process and, where needed, provide fact sheets and support for EV Infrastructure delivery by other parts of the council • Confirm internal process and governance for EVI deployment on Council owned land
Ensure Oxford City maximises the environmental and health benefits that electric vehicles offer	• Create a dashboard that monitors progress against targets, using data from the modelling tools, ZapMap and update quarterly • Keep up to date with mapping systems and ensure all data is understood and consistent • Use data from existing contracts to monitor EV usage • Establish measuring tools to govern EV air quality impact and add them to the dashboard • Publish findings in air quality management plans/reports • Monitor data from ZEZ on EVs passing through our city • Investigate other dataset opportunities and consider whether noise pollution data can be collected

Fair and Accessible

Policy Statement & Area	What
Promote shared electric mobility schemes as a priority in Oxford's travel hierarchy	• Create a car club protocol that confirms our commitment to car club increase to support EV migration and active travel at off-road sites • Set annual targets for car club increase at off-road sites and publish car club numbers as part of EV target vs actual per annum, via dashboard • Ensure that car clubs are evaluated and positively scored as part of tender processes for EVI • Promote shared electric mobility hubs schemes as a priority in Oxford's hierarchy • Work closely with Oxon and City Transport colleagues to provide EVI for mobility hubs on Oxford City Council land
Provide a fully accessible EVI network which meets the needs of all users Facilitate a fair and accessible EV infrastructure for Oxford City	• Create a work package and protocol for how we will address this as part of our EVI implementation, including: o Option for approx. 20% of EVI locations to be prescribed by the Councils on their respective portfolios, through OxLEVI governance, to ensure a fair and equitable network. o All Off-road bay designs to consider accessibility standards guidance as default, with accessible bays delivered at every offstreet hub. A mechanism to ensure new designs are updated in line with new legislation, and retrofits considered. o Create an accessibility audit document with defined objectives and guidance o Share document with developers and contractors o Ensure criteria are met and standards are regularly re-evaluated

Appendix 3 – Document Register

This appendix will contain the live document register. Relevant aspects of these documents will be summarised as part of the annual Cabinet Report. Links will be provided for published documents.

Document Name	Document Location	Document Owner	Document Version	Document Date	Notes
OxEVIS Strategy					
Cabinet Report OxEVIS Imp. Plan					
OxEVIS Detailed Work Packages					
Programme Plan					
Programme Risk Register					
OxEVIS Imp Plan Finance and Resourcing					
ZCOP Roadmap					
Oxfordshire Local Transport and Connectivity Plan 5					

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