

# OXLEVI DETAILED PROJECT WORKSTREAM DESCRIPTIONS (PHASE 1 DELIVERY)

Further details of each workstream are as follows:

## **i. Residential EV Charging Hubs**

In market towns and urban locations larger 'Residential EV Charging Hubs' are required to provide more EVCP spaces where density of households without off-road parking is greater. The workstream will focus on delivering these hubs in; Tier 2 council off-road parking, and in OCC controlled Highway parking which has a 'car park' style layout, for example parking in market squares or similar areas. These provide primary overnight charging for local residents, as well as destination charging for businesses, visitors and commuters during the daytime.

This workstream will deliver:

- A network of up to 440 LEVI grant funded standard (7-22kW) EVCPs in 'residential charging hubs' across Oxfordshire by end July 2026 (phase 1), leveraging up to 60% capital contributions from a commercial CPO partner.
- Primary overnight charging for up to 9000 households living within a 5-minute walk of hub sites.
- Meeting OEVIS 7.5% target for EV charging spaces in non-P&R council car parks by end 2025.
- EV car-club bays, accessible EV charging bays, and light commercial EV charging bays at selected sites – linking with Transport Hub Strategy
- Rapid EVCPs funded commercially by CPO at selected sites
- Long-term (10-15 year) concession contracts with a chargepoint operator to deliver up to 1200 further EVCPs using a combination of private investment and developer funding (s106/CIL etc.) over a further 2 delivery phases.

Partners

- OCC – Lead and delivery on OCC controlled land and oversee project Management of Workstream
- District Councils - shared OCC based resource leads project management – district councils support delivery
- City Council– Leads delivery on own off-road parking estate
- EV Charge Point Operator (CPO)
- Possible inclusion of other public bodies i.e., NHS trusts willing to host residential charging hubs.

## **ii. EV Micro-hubs:**

EV charging is a key priority for reducing transport emissions in rural communities where residents are more car dependent. However, in rural areas, securing investment in a concession contract by commercial EV Chargepoint Operators

(CPOs) is challenging due to low population density making a weaker investment case.

Village halls, community centres and other community assets are often located in the centre of a community or residential area, close to homes without access to off-road parking; ideal for community owned EV charging in rural areas.

This workstream will deliver;

- A grant scheme run by OCC to fund community EV charging assets in rural areas - filling gaps in the current network
- A network of up to 200 public EV chargepoints in 50-100 EV Micro-Hubs hosted by community centres, village halls and other community assets across Oxfordshire
- Owner-operated EV Micro-hubs, already piloted by Suffolk County Council which do not rely on private investment.
- No ongoing stewardship responsibilities for OCC - The chargepoint host is responsible for the assets on their land and contract management with the CPO.
- Opportunity for up to 500 additional EVCPs at community Microhubs through further grant rounds funded by OCC S106/CIL funding, or direct funding by Town/Parish Councils and Community groups.

Partners:

- OCC (Lead)
- EV Microhub hosts - Town/Parish Councils and non-profit community organisations
- EV chargepoint supplier/operator
- Other stakeholders: District Councils and community organisations may assist in engaging with potential Microhub hosts. District Councils may assist with development of grant assessment criteria.

### **iii. Roadside EV charging:**

There are some pockets of Oxfordshire where it may be necessary to install EV chargers at the roadside in residential streets because;

- There is no off-road car park or highway car park within a 5-minute walk where a public EV charging hub can be developed
- There are properties where cable gullies are not appropriate.

While the scale and distribution of these pockets is not known in detail, the majority are likely to be found in the denser urban areas of Oxfordshire.

This project work package will deliver;

- A network of up to 302 safe and appropriate Roadside EV Chargepoints, filling in gaps in provision where there is no alternative option.

- Long-term (10-15 year) concession contracts with a chargepoint operator to deliver up to 1000 further EVCPs using a combination of private investment and developer funding (s106/CIL etc.) over a further 2-3 delivery phases.

#### Partners

- OCC will lead across all EV charging installed on Highway land, working directly with the appointed Charge Point Operator (CPO).
- Other stakeholders: Tier 2 councils will have opportunities to recommend locations for roadside public EV charging through the programme governance structures.

#### **iv. Park and Ride EV Hubs;**

There is an urgent need to install EV charging facilities in OCC's Park and Ride sites to meet OCC's commitment to convert 7.5% of parking spaces to EV charging by 2025, to support visitors and commuters travelling in Oxfordshire, and approaching the Oxford ZEZ.

Park and Ride sites are key locations for Transport Hubs planned in the Transport Hub Strategy, and EV charging is one of the components required for these developments. A mix of standard and rapid/ultra-rapid charging can support visitors and commuters staying for several hours, and support high mileage working drivers (taxis, care workers, delivery drivers and other working drivers) who need a quick turnaround.

Aggregating these commercially attractive sites with Roadside EVCP sites increases the attractiveness of the OCC overall offer for CPOs although no LEVI grant funding is anticipated to be used to support this work.

This workstream will deliver:

- Up to 200 standard (7kW) and 50 fast/rapid/ultra-rapid EVCPs in OCC Park and Ride sites by 2025 (phase 1), leveraging up 100% capital contributions from a commercial CPO partner.
- Destination and rapid charging for visitors, commuters, taxis, care workers and other working drivers.
- Meeting OEVIS 7.5% target for EV charging spaces in OCC P&R car parks by end 2025.
- EV car-club bays, accessible EV charging bays, and light commercial EV charging bays at selected sites – linking with Transport Hub Strategy
- A long-term (10-15 year) concession contract with a chargepoint operator to deliver up to 500 further EVCPs using a combination of private investment and developer funding (s106/CIL etc.) over a further 3 delivery rounds.

#### Partners

- OCC working directly with appointed Chargepoint Operator (CPO)