



Appendix 2

Form to be used for the Full Equalities Impact Assessment

Service Area:	Environmental Sustainability	Section:	Date of Initial assessment: 17-05-2022	Key Person responsible for assessment: Kristina Mould	Date assessment commenced: 17-05-22	
Name of Policy to be assessed:			City Centre Public Spaces Protection Order			
1. In what area are there concerns that the policy could have a differential impact			<i>Race</i>		<i>Disability</i>	
			<i>Gender reassignment</i>		<i>Religion or Belief</i>	
			<i>Sex</i>		<i>Pregnancy and Maternity</i>	
Other strategic/ equalities considerations			<i>Safeguarding/ Welfare of Children and vulnerable adults</i>		<i>Mental Wellbeing/ Community Resilience</i>	
2. Background: Give the background information to the policy and the perceived problems with the policy which are the reason for the Impact Assessment.			As part of the LEVI grant electric vehicle (EV) Infrastructure project OCC in collaboration with Oxfordshire councils, propose to install; up to 500 cable gullies to assist with the home-charging of EVs, up to 300 fast EV charge points and, up to 35 electrified on-street disabled parking bays. In line with BSI's consultation on 'new standard seeking to ensure accessibility of Electric Vehicle public charging', the first of its kind internationally, OCC want to ensure equality in the accessibility of the proposed charge points. The findings from this consultation are due to be published in summer 2022 after the LEVI submission deadline. In light of this, OCC has taken every effort to consider the four key points covered by the consultation; physical aspects of the environment surrounding charge			

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	<p>points, the location and streetscape of charge points, the design and specifications of charge points and, the information and signage provided on the charge points. It is our intention to consciously consider each of these factors during the development of the project, however owing to land allocation pressures and heritage limitations, it will not be possible to accommodate accessibility considerations for all EV parking bays. . As such, to further assist with this, questions of accessibility and disability were raised during our own consultation survey as part of the EV Strategy. In addition, the creation of up to 35 dedicated disabled charging bays across Oxfordshire of which up to 25 will be in the City of Oxford will help with this endeavour. The BSI consultation will be reviewed once published.</p>
<p>3. Methodology and Sources of Data:</p> <p>The methods used to collect data and what sources of data</p>	<p>The LEVI project aligns closely with EV Infrastructure Strategy. Wide stakeholder engagement was sought which included OCC's Inclusive transport group, Motability consultants and a number of accessibility focussed suppliers.</p> <p>In addition, an online survey was created as part of the EV strategy to inform future EV infrastructure proposals. The survey was open to all members of the public and aimed towards those who live or work in Oxford. The aim of the survey was to gain a better understanding of the need for EV infrastructure, the type of infrastructure needed and the role the council should play in fulfilling these needs. This spanned the breadth of infrastructure requirements including questions around accessibility and disabilities. The survey was open from the 28-March-2022 until the 4-May-2022 and received 510 responses.</p>
<p>4. Consultation</p> <p>This section should outline all the consultation that has taken place on the EIA. It should include the following.</p> <ul style="list-style-type: none"> • Why you carried out the consultation. • Details about how you went about it. 	<p>The aim of the survey was to gain a better understanding of the need for EV infrastructure, the type of infrastructure needed and the role the council should play in fulfilling these needs. This spanned the breadth of infrastructure requirements including questions around accessibility and disabilities. The survey was open from the 28 March 2022 until the 4 May 2022 and received 510 responses. 11% of the respondents answered yes to the question, '<i>Do you have any mobility challenges within your household that you consider may affect your ability to access public charging?</i>'. Of these 86% said they owned at least 1 vehicle, 68% of whom don't have access to a drive or garage next to their home and nearly 50% of those couldn't always park outside their house. This highlights the need for accessible on-road and off-street parking within Oxford.</p>

<ul style="list-style-type: none">• A summary of the replies you received from people you consulted.• An assessment of your proposed policy (or policy options) in the light of the responses you received.• A statement of what you plan to do next	<p>In light of this, as part of the LEVI grant electric vehicle (EV) Infrastructure project bid, up to 35 electrified on-street disabled parking bays will be created and every effort will be made to ensure the accessibility of new charge points installations.</p>
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5. Assessment of Impact:

Provide details of the assessment of the policy on the six primary equality strands. There may have been other groups or individuals that you considered. Please also consider whether the policy, strategy or spending decisions could have an impact on safeguarding and / or the welfare of children and vulnerable adults.

Race Neutral	Disability Positive	Age Neutral
Gender reassignment Neutral	Religion or Belief Neutral	Sexual Orientation Neutral
Sex Neutral	Pregnancy and Maternity Neutral	Marriage & Civil Partnership Neutral

While neutral in respect of other groups with protected characteristics, the project proposals are considered positive in relation to people with disabilities, as they involve the installation of up to 25 EV chargers for disabled parking bays. This would improve accessibility for people with disabilities to use EVs. Providing infrastructure for these bays would be unlikely to happen without grant funding.

6. Consideration of Measures: This section should explain in detail all the consideration of alternative approaches/mitigation of adverse impact of the policy		The four factors outlined in the BSI accessible EV charging provision consultation will be considered in each step of the planning and installation of charge point infrastructure. This will include consulting with suppliers and outlining the aforementioned factors. In fact, we have already held meetings with a start-up launching accessible charge point provisions.			
6a. Monitoring Arrangements: Outline systems which will be put in place to monitor for adverse impact in the future and this should include all relevant timetables. In addition it could include a summary and assessment of your monitoring, making clear whether you found any evidence of discrimination.		Internal monitoring will take place to ensure the electrified on-street disabled parking bays will be created and every effort will be made to ensure the accessibility of new charge point installations. The BSI consultation will be reviewed when published and any further actions required will be noted and taken accordingly.			
7. Date reported and signed off by City Executive Board:					
8. Conclusions: What are your conclusions drawn from the results in terms of the policy impact					
9. Are there implications for the Service Plans?	YES/NO	10. Date the Service Plans will be updated		11. Date copy sent to Equalities Lead Officer	

.13. Date reported to Scrutiny and Executive Board:		14. Date reported to City Executive Board:		12. The date the report on EqlA will be published	
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Signed (completing officer)

Signed (Lead Officer)

Please list the team members and service areas that were involved in this process:

Equalities Lead Officer
 Service Manager Legal Services Manager
 Marcia Eccleston

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