



## Appendix 3

### Form to be used for the Full Equalities Impact Assessment

<b>Service Area:</b>	Environmental Sustainability	<b>Section:</b>	<b>Date of Initial assessment:</b> 17-05-2022	<b>Key Person responsible for assessment:</b> Kristina Mould	<b>Date assessment commenced:</b>  27-05-22	
<b>Name of Policy to be assessed:</b>			The Electric Vehicle (EV) Infrastructure Strategy			
<b>1. In what area are there concerns that the policy could have a differential impact</b>			<b>Race</b>		<b>Disability</b> <i>This would be a positive impact</i>	
			<b>Gender reassignment</b>		<b>Religion or Belief</b>	
			<b>Sex</b>		<b>Pregnancy and Maternity</b>	
<b>Other strategic/ equalities considerations</b>			<b>Safeguarding/ Welfare of Children and vulnerable adults</b>		<b>Mental Wellbeing/ Community Resilience</b>	
<b>2. Background:</b>  Give the background information to the policy and the perceived problems with the policy which are			The Oxford Electric Vehicle (EV) Infrastructure Strategy (OxEVIS) seeks to address equitability and accessibility of EV charging in the city by introducing policies to promote fair and proportionate deployment of on-street, hub and other charging solutions. The strategy addresses this in 3 key areas; vehicles, infrastructure and people.			

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the reason for the Impact Assessment.	The first project stemming from this strategy (using the Government's Local EV Infrastructure fund) seeks to address accessibility as part of the first tranche of charger deployments into the City under this scheme.
<p><b>3. Methodology and Sources of Data:</b></p> <p>The methods used to collect data and what sources of data</p>	<p>Wide stakeholder engagement was sought which included OCC's Inclusive transport group, Motability consultants and a number of accessibility focussed suppliers.</p> <p>OxEVIS will go out for external consultation in June 2022 prior to presentation at Cabinet on 15<sup>th</sup> July 2022.</p>
<p><b>4. Consultation</b></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"> <li>• Why you carried out the consultation.</li> <li>• Details about how you went about it.</li> <li>• A summary of the replies you received from people you consulted.</li> <li>• An assessment of your proposed policy (or policy options) in the light of the responses you received.</li> <li>• A statement of what you plan to do next</li> </ul>	<p>An online survey was created as part of the OxEVIS to inform future EV infrastructure proposals. The survey was open to all members of the public and focussed 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.</p> <p>Of the 500+ respondents, 11% stated they had mobility challenges with a further 3% who preferred not to say. 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> <p>Additionally there is significant public support for accessibility needs to be consider; 19.4% of all respondents felt the Council should prioritise those with mobility needs when using public funding for charging solutions. 65% felt the Council should deliver a range of charging infrastructure solutions that are accessible and equitable for all.</p> <p>This information has been fed into the strategy and will feed into the criteria selection undertaking when considering location of chargers when long listing.</p> <p>The strategy will go out for external consultation in June 2022 prior to presentation at Cabinet on 15<sup>th</sup> July 2022.</p>

**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

<b>Race</b> positive	<b>Disability</b> positive	<b>Age</b> positive
<b>Gender reassignment</b> Neutral	<b>Religion or Belief</b> Neutral	<b>Sexual Orientation</b> Neutral
<b>Sex</b> positive	<b>Pregnancy and Maternity</b> positive	<b>Marriage &amp; Civil Partnership</b> Neutral

Improving accessibility, as well as equitability, of EV charging infrastructure are key drivers for OxEVIS, with innovations such as moving charge-points from pavements onto the road, providing accessible charging units and electrifying disabled parking bays considered as priority.

Improving equitability of charging provision was also a significant factor, ensuring provision for those in disadvantaged areas, in particular working drivers which includes private hire, taxi, care workers and delivery drivers. Ethnic minority groups make up a significant proportion of these drivers. Disadvantaged areas are often not well served by the market currently, which largely targets the most affluent due to high EV uptake trends. Improving infrastructure provision in disadvantaged areas may also protect ethnic minorities, which are more likely to live in such areas.

Other vulnerable groups considered were those with particular safety concerns, in particular at night time: (female drivers, lone or vulnerable drivers, people with children /less mobile dependents in the car). Needs of carers with young children were considered in the context of rapid charging hub design. The strategy requires these factors to be assessed in locations feasibility, funding structure and site design.

<p><b>6. Consideration of Measures:</b></p> <p>This section should explain in detail all the consideration of alternative approaches/mitigation of adverse impact of the policy</p>	<p>We do not currently anticipate negative impacts from the policy, which is designed to minimise the risk that those at risk from a purely commercially led EV transition are left behind. But the monitoring arrangements set out below will act to reduce risk from unintended policy impacts.</p>
<p><b>6a. Monitoring Arrangements:</b></p> <p>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.</p>	<p>As part of the strategy we have defined city “zones” (based on ward boundaries) that will be monitored annually.</p> <p>All of our CPNOs are and will be required to share utilisation and location data as a core requirement built into our procurement framework (DPS), and we will use these data sets to monitor take up across city zones. In addition we are working with the LEAP tool team (part of the LEO project) to ensure all required data packages are available to review , including demographic data, data on working drivers, energy constraints etc. This will allow us to monitor provision, and identify any inequities at annual reviews.</p> <p>We will also seek nuanced reviews with Charge Point Operators to understand the demographic of end users.</p> <p>Furthermore, 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 DUKU, a start-up launching accessible charge points, designed with Motability, to explore electrification of disabled parking bays in the city. DUKU have been invited to apply to the DPS (pending compliance checks).</p>
<p><b>7. Date reported and signed off by City Executive Board:</b></p>	
<p><b>8. Conclusions:</b></p>	

What are your conclusions drawn from the results in terms of the policy impact					
<b>9. Are there implications for the Service Plans?</b>	YES/NO	<b>10. Date the Service Plans will be updated</b>		<b>11. Date copy sent to Equalities Lead Officer</b>	
<b>13. Date reported to Scrutiny and Executive Board:</b>		<b>14. Date reported to City Executive Board:</b>		<b>12. The date the report on EqlA will be published</b>	

Signed (completing officer)

Signed (Lead Officer)

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

Equalities Lead Officer  
 Service Manager  
 Lindsey Cane, Legal Services Manager

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