



Appendix 2

Form to be used for the Full Equalities Impact Assessment

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| Service Area : | Environmental Sustainability | Section: | Date of Initial assessment: 15-7-23 | Key Person responsible for assessment: Kristina Mould | Date assessment commenced: 14-09-23 |
| Name of Policy to be assessed: | | | The Electric Vehicle (EV) Infrastructure Strategy (OxEVIS) implementation plan | | |
| 1. In what area are there concerns that the policy could have a differential impact | | <p style="text-align: center;">Race</p> <p><i>Positive: Implementation plan is mitigating negative impacts on areas with higher deprivation, which tend to have greater ethnical diversity in Oxford.</i></p> | <p style="text-align: center;">Disability</p> <p><i>This would be a positive impact, once mitigated. EVI can disrupt access to pavements and pedestrian routes but provides vital support for electric mobility. The Implementation Plan will set high accessibility standards and work packages that improve access, such a programme to provide new electrified accessible parking bays, and retrofit existing.</i></p> | <p style="text-align: center;">Age</p> <p><i>Positive: Implementation plan seeks to improve access to electric mobility solutions that may benefit older and the less mobile in particular Carbon reductions that are achieved as part of this implementation plan, including the scaling impact on E-mobility solutions through its innovation work, will benefit the young,</i></p> | |

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| | | | <i>that are most affected by Climate breakdown.</i> |
| | Gender reassignment | Religion or Belief | Sexual Orientation |
| | Sex | Pregnancy and Maternity | Marriage & Civil Partnership |
| Other strategic/ equalities considerations | <p>Safeguarding/ Welfare of Children and vulnerable adults</p> <p><i>Positive: Air quality improvements are expected as an output of this implementation plan, which is</i></p> | <p>Mental Wellbeing/ Community Resilience</p> <p><i>Positive: Implementation plan seeks to improve access to electric mobility solutions, such as EV charging and electric car clubs, in a fair and equitable way, ensuring all Oxford communities can meet their mobility needs in a changing environment, even where the market is not likely to provide.</i></p> | |
| <p>2. Background:</p> <p>Give the background information to the policy and the perceived problems with the policy which are the reason for the Impact Assessment.</p> | <p>The e-mobility transition carries a risk of locking out the less affluent, due to the investments required, and will change highways, pavements, driveways and car parks with the introduction of thousands of EV charging units across the city.</p> <p>The Oxford Electric Vehicle (EV) Infrastructure Strategy (OxEVIS) Implementation Plan 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.</p> <p>The implementation plan identifies the concept of the “key user”, a category of EV driver that needs particular attention and support. This category will be built into procurements and evaluation strategies, so that these groups can be assessed regularly, and improvements tracked. In the first monitoring phase up to 2026, the following groups have been identified as requiring particular support and intervention: Working drivers, pedestrians and motorists with additional needs, in particular mobility needs and sight constraints, those that are mobility-poor.</p> | | |

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| | <p>As time progresses, different groups may be identified to fill this category, for example female drivers, or those with caring responsibility. Their needs will be considered from the outset, but particular interventions may be developed if disadvantage risks becoming entrenched.</p> <p>Multiple work packages are proactively addressing such inequities in communities impacted by the EV transition, such as work package focussed on:</p> <ul style="list-style-type: none"> • Working drivers (motorists depending on their vehicle for economic activity), such as taxi drivers, domestic cleaners, delivery drivers, domestic care workers. • Car club integration, to enable those that cannot afford a car, or wish to transition away from a car, to access e-mobility • Provision of a more accessible Electric Vehicle Infrastructure (EVI) estate through contracting and following PASS 1899 Standards (EVI Accessibility) in EVI deployment. • Ongoing evaluation of emerging in-equities. |
| <p>3. Methodology and Sources of Data:</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 has gone through external consultation and surveying in June 2022 prior to presentation at Cabinet on 15th July 2022. The Oxford EVI demand tracker enables Oxford residents to seek priority status where additional needs are identified.</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> | <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</p> |

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| <ul style="list-style-type: none">• Why you carried out the consultation.• Details about how you went about it.• 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>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 implementation plan.</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

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

6. Consideration of Measures:

This section should explain in detail all the consideration of alternative approaches/mitigation of adverse impact of the policy

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.

Image description (below): Graph showing ranked support for EVI prioritisation, showing highest support for prioritisation of working drivers and those with mobility needs, followed by key workers, equal prioritisation of all, and drivers on low incomes.

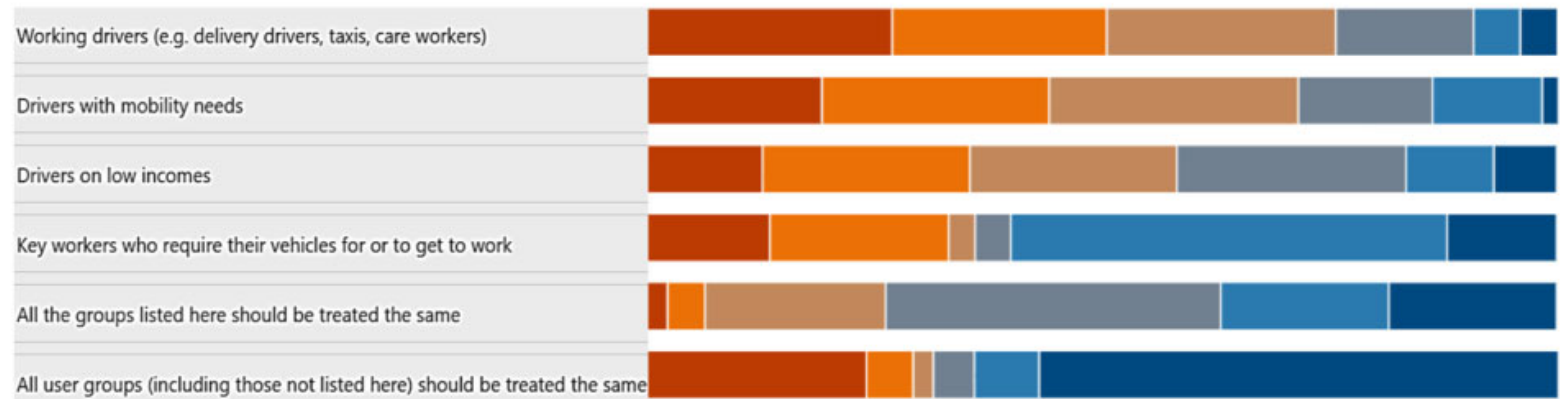
46. If there isn't enough funding to provide all the charging solutions the city needs at once, which user groups should Oxford City Council prioritise? Please rank the following...

510 Responses

1-300 | 510 < >

Rank Options

First choice ■ ■ ■ ■ ■ Last choice



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| <p>6a. Monitoring Arrangements:</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 geographic zones that will be monitored annually. 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. 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, and PASS 1899 standards (accessible EVI) will be built into contracts. Innovation projects will seek to advance accessibility solutions.</p> | | | | |
| <p>7. Date reported</p> | <p>14/09/2023</p> | | | | |
| <p>8. Conclusions:</p> <p>What are your conclusions drawn from the results in terms of the policy impact</p> | | | | | |
| <p>9. Are there implications for the Implementation Plan?</p> | <p>YES/NO</p> | <p>10. Date the Implementation Plan will be updated</p> | | <p>11. Date copy sent to Equalities Lead Officer</p> | |

Signed (completing officer)



Signed (Legal Officer)

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

Programme Officer: Kristina Mould

Completing Officer: Sarah Hassenpflug

Legal Officer: Joanna Williams (reviewed 15th September 2023)

Service Manager: Mish Tullar