

Equality Impact Assessment – Ref Number: 1219

PART A Introductory Information

Proposal name

Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan

Brief aim(s) of the proposal and the outcome(s) you want to achieve

Report to Transport, Regeneration & Climate Committee which outlines the current policy background to public electric vehicle charging infrastructure development in Sheffield and seeks endorsement of the current Council position and short-term actions set out to progress public electric vehicle charging infrastructure delivery. It also seeks delegated authority to submit funding bid(s) for government's On Street Residential Chargepoint Scheme and / or Local Electric Vehicle Infrastructure Fund (as either SCC or part of a wider consortium led by South Yorkshire Mayoral Combined Authority) subject to Finance Sub-Committee approval.

Proposal type

Budget Non Budget

If Budget, is it Entered on Q Tier?

Yes No

If yes what is the Q Tier reference

Year of proposal (s)

<input type="radio"/> 21/22	<input checked="" type="radio"/> 22/23	<input type="radio"/> 23/24	<input type="radio"/> 24/25	<input type="radio"/> other
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Decision Type

- Coop Exec
- Committee - Transport, Regeneration and Climate
- Leader
- Individual Coop Exec Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g., Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

Lead Committee Member

Cllr Julie Grocutt (Co-Chair) & Cllr Mazher Iqbal (Co-Chair)

Lead Director for Proposal

William Stewart

Person filling in this EIA form

Jenny Wood

EIA start date

28th July 2022

Equality Lead Officer

- Adele Robinson
- Annemarie Johnston
- Bashir Khan
- Ed Sexton
- Louise Nunn
- Beverley Law

Lead Equality Objective ([see for detail](#))

- | | | | |
|-------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------------|---------------------------------------------------------------------------|
| <input type="radio"/> Understanding Communities | <input type="radio"/> Workforce Diversity | <input type="radio"/> Leading the city in celebrating & promoting inclusion | <input checked="" type="radio"/> Break the cycle and improve life chances |
|-------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------------|---------------------------------------------------------------------------|

Portfolio, Service and Team

Is this Cross-Portfolio

- Yes
- No

Portfolio/s

City Futures

Is the EIA joint with another organisation (e.g. NHS)?

- Yes
- No

Please specify

Consultation

Is consultation required? (Read the guidance in relation to this area)

- Yes
- No

If consultation is not required, please state why

Short term actions will be consulted on as appropriate as they are progressed.

If consultation has already been carried out, please provide details of the results with equalities analysis

Are Staff who may be affected by these proposals aware of them? N/a

- Yes
- No

Are Customers who may be affected by these proposals aware of them?

- Yes
- No

If you have said no to either please say why

Report asks for endorsement of Council position so that website can be updated. Short term actions will be consulted on as appropriate as they are progressed.

Initial Impact

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation
- advance equality of opportunity
- foster good relations

For a range of people who share protected characteristics, more information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Identify Impacts

Identify which characteristic the proposal has an impact on tick all that apply

<input type="radio"/> Health	<input type="radio"/> Transgender
<input type="radio"/> Age	<input type="radio"/> Carers
<input checked="" type="radio"/> Disability	<input type="radio"/> Voluntary/Community & Faith Sectors
<input type="radio"/> Pregnancy/Maternity	<input type="radio"/> Cohesion
<input type="radio"/> Race	<input type="radio"/> Partners
<input type="radio"/> Religion/Belief	<input checked="" type="radio"/> Poverty & Financial Inclusion
<input type="radio"/> Sex	<input type="radio"/> Armed Forces
<input type="radio"/> Sexual Orientation	<input type="radio"/> Other

Cumulative Impact

Does the Proposal have a cumulative impact?

- Yes No

<input checked="" type="radio"/> Year on Year	<input checked="" type="radio"/> Across a Community of Identity/Interest
<input type="radio"/> Geographical Area	<input type="radio"/> Other

If yes, details of impact

Climate Change - Supports activity to progress the 10 point Climate Action plan and the introduction of the Clean Air Zone.

Local Area Committee Area(s) impacted

- All Specific

If Specific, name of Local Committee Area(s) impacted

Initial Impact Overview

Based on the information about the proposal what will the overall equality impact?

Overall there should be a positive impact from this proposal, in particular for disabled people and poverty & financial inclusion.

Short terms actions will be consulted on, or go through individual approvals for implementation, including completing Equality Impacts Assessments, as appropriate. This includes any proposed concession model for the future delivery of electric vehicle charging infrastructure.

Is a Full impact Assessment required at this stage? Yes No

If the impact is more than minor, in that it will impact on a particular protected characteristic you must complete a full impact assessment below.

Part B

Full Impact Assessment

Health

Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?

Yes No *if Yes, complete section below*

Staff

Yes No

Customers

Yes No

Details of impact

Note: Air pollution contributes to 500 deaths a year in Sheffield, causing strokes, lung cancer and cardiovascular disease. The biggest cause of this pollution is transport, especially diesel vehicles. SCC is currently proposing the introduction of a 'category C' Clean Air Zone, which a switch to electric vehicles would support.

Comprehensive Health Impact Assessment being completed

Yes No

Please attach health impact assessment as a supporting document below.

Public Health Leads has signed off the health impact(s) of this EIA

Yes No

Name of Health Lead Officer

Disability

Impact on Staff

Yes No

Impact on Customers

Yes No

Details of impact

22,500 blue badges were held by people in Sheffield in 2013 (DfT 2013).

The programme of publicly available chargers / future charging hubs will be available to all to use, and the provision of accessible spaces included in roll out.

The Motability Scheme helps disabled people get mobile by exchanging their mobility allowance to lease a car, scooter, powered wheelchair or Wheelchair Accessible Vehicle. Electric and hybrid vehicles are available through the scheme. Where off-street parking is not available, or it's not possible to fit a home charge point, users need to be able to access a network of public charging points for easy charging ([Are there any electric vehicles on the Motability Scheme? | Motability Scheme](#)).

With the end of sale of new petrol and diesel cars and vans by 2030 those using lease schemes such as this are likely to move to full electric more quickly than the general fleet and as such require the expansion of the network to be accelerated.

Charging a vehicle by trailing a cable across the pavement, or hanging overhead, is considered a hazard and not permitted even with the use of cable protectors or ramps. This is supported by the governments national strategy which sets out that *"cables will not be allowed to trail across the pavement unless adaptive infrastructure is provided to accommodate them safely (e.g. gullies). Anything that creates a trip hazard does not constitute adaptive infrastructure"*.

In addition, pedestrians are top of the road user hierarchy in the amended Highway Code, and Inclusive Mobility guidelines¹ require that the needs of all disabled people are considered from the outset.

Innovative on street home charging solutions such as cable channels / gully's will be kept under review as the outcomes of trials are further understood, technology developed, and practical issues explored.

Private or communal installation of chargepoints may not be carried out on highway or other Council owned land as there is limited public space which has to meet competing current and future demands (including from other disabled users such as pedestrians or cyclists, or where suitable the provision of electric vehicle charging points available to the public). The cost of private / communal installations would also mean they would not be available to all.

On an individual level this may negatively impact disabled electric vehicle drivers who may be less able to access the existing public electric vehicle charging infrastructure that is available. This impact however should reduce over time as the public network of electric vehicle chargers expands and due to the current industry wide focus on improving the accessibility of public chargepoints.

In line with the government's new national strategy residential charging hubs will be incorporated into existing parking bays (or street furniture if this

becomes feasible in the future) ². Where facilities for local charging hubs are provided on highway, locations away from direct frontages are preferred with build outs off the footway in order to minimise impact on residents and other users.

Where a build out into the carriageway is not feasible a minimum footway width in line within the Inclusive Mobility Guidelines³ must be maintained.

Poverty & Financial Inclusion

Impact on Staff

Yes

No

Impact on Customers

Yes

No

Details of impact

Charging an electric vehicle at public electric vehicle charging facilities is usually more expensive than for those who can charge from home. This is due to the costs associated with installing, maintaining, and operating the facilities. Tariffs vary depending on the charge point operator, type of charging and energy price fluctuations amongst other things.

Charging a vehicle by trailing a cable across the pavement, or hanging overhead, is considered a hazard and not permitted even with the use of cable protectors or ramps⁴. Residents without off street parking are not able to access cheaper energy tariffs however this is felt to be outweighed by the impact on safety and pedestrians / vulnerable road users that widespread use would have.

Innovative on street home charging solutions which would allow access to cheaper tariffs such as cable channels / gulley's will be kept under review as the outcomes of trials are further understood, technology developed and practical issues explored.

It is proposed to bring forward measures to minimise the financial risk to the Council related to the transition to electric vehicles and provision of charging facilities. This may include the phasing out of green parking permits which currently allow Ultra Low Emission Vehicles (ULEVs) to park in the city centre for free (in most SCC pay and display bays, subject to terms and conditions), and the introduction of the requirement to purchase a parking ticket where applicable* when charging in a council car park.

² Supported by governments national strategy which notes that:

Chargepoints should not obstruct pavements or highways or present a safety risk to pedestrians. Chargepoints must be incorporated into existing street furniture or parking bays wherever possible. In circumstances where it is not possible, priority must be given to ensuring that access to, and use of, pavements is not impeded and safety of pedestrians is not jeopardised.

³ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

⁴ This is supported by the governments national strategy which sets out that *cables will not be allowed to trail across the pavement unless adaptive infrastructure is provided to accommodate them safely (e.g. gullies). Anything that creates a trip hazard does not constitute adaptive infrastructure.*

*Some car parks are amenity facilities and do not require a ticket at any time, others may be free overnight

Government recently ended the plug in grant for cars to concentrate funding on a) expanding the public charging network (seen as one of the main barriers to EV ownership) and b) electric taxis, vans, trucks, motorcycles and wheelchair accessible vehicles (where the switch to electric requires further development). The DfT note that the scheme has succeeded in creating a mature market for ultra-low emission vehicles, helping to increase the sales of fully electric cars from less than 1,000 in 2011 to almost 100,000 in the first 5 months of 2022 alone.

Government also note that there are significant savings in running costs for electric cars compared to petrol or diesel equivalents, and electric car drivers will continue to benefit from generous incentives including zero road tax and favourable company car tax rates. EV drivers can also expect to see a surge in cheaper, more reliable and quicker public chargepoints, as the government delivers its commitment to install 10 times more on-street chargers by 2030 ([Plug-in grant for cars to end as focus moves to improving electric vehicle charging - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/plug-in-grant-for-cars-to-end-as-focus-moves-to-improving-electric-vehicle-charging)).

Action Plan and Supporting Evidence

What actions will you take to mitigate any equality impacts identified? Please include an Action Plan with timescales

Short term actions include:

- Review and implement the new Electric Vehicles Accessible Charging Specification developed by the British Standards Institute (BSI) – expected summer 22
- Work with disability interest groups and lobby for further government guidance on provision if required
- The proposed phasing out of the green parking permit should consider whether certain vehicles should continue to be supported whilst the market matures. A separate approvals process and EIA will be required.
- A separate approvals process and EIA will also be required to enter into a future concession model, however as part of such a model the Council is likely to no longer have full control over the setting of EV charger tariffs at its chargers. This will need to be considered as part of the procurement process.

Short term actions will develop specific EIAs as appropriate to be approved as part of their approvals process. Development and implementation of planning policy will be assessed as part of the Local Plan approvals.

Supporting Evidence (Please detail all your evidence used to support the EIA)

[Disabled People Community.pdf \(sheffield.gov.uk\)](#)

[Are there any electric vehicles on the Motability Scheme? | Motability Scheme](#)

[Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

[Plug-in grant for cars to end as focus moves to improving electric vehicle charging - GOV.UK \(www.gov.uk\)](#)

[UK electric vehicle infrastructure strategy - GOV.UK \(www.gov.uk\)](#)

Detail any changes made as a result of the EIA

Ensured the inclusion of actions and considerations listed above in the committee report.

Following mitigation is there still significant risk of impact on a protected characteristic. Yes No

If yes, the EIA will need corporate escalation? Please explain below

Sign Off – Part B (EIA Lead to complete)

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

Yes No

Date agreed

Name of EIA lead officer

Review Date