



## **Oxfordshire County Council**

### **Equalities Impact Assessment**

Oxfordshire Local Electric Vehicle Infrastructure (OXLEVI)

11 July 2023

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Led by Zero Emission Vehicle (ZEV) and Energy Integration Team (iHub) part of the IT, Innovation and Digital Service; working with Environment and Place – Highways Operations and Transport & Infrastructure.
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	The Oxfordshire Local Electric Vehicle Infrastructure Programme (OXLEVI)
<b>Is this a new or existing function or policy?</b>	New programme to deliver capital aspects of the existing Oxfordshire Electric Vehicle (EV) Infrastructure Strategy (OEVIS) and to move EV infrastructure delivery from innovation projects to mainstream business as usual (BAU) delivery. The project will be funded by the Local EV Infrastructure grant (LEVI) supplied by government.
<b>Summary of assessment</b>  Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The OXLEVI programme will deliver EV charging infrastructure to support the transition to Zero Emission Vehicles for residents who are less able to adopt EVs due to a lack of off-street parking. The programme will enable OCC and the District and City Councils to meet the capital infrastructure targets set out in the OEVIS, and provide EV charging distributed fairly across the county, prioritising rural areas where active and public transport options are not readily available. The scheme will support the development of BAU processes for long term EV charging infrastructure provision, and a long-term partnership with a commercial EV chargepoint provider, who will invest in expanding the network after grant funding from central government has been spent.</p> <p>The proposal will not bias, discriminate or unfairly disadvantage any individuals or groups within the community, since the EV chargepoints will be available to all members of the public without restriction and will be equitably spread across a wide range of geographical locations across Oxfordshire.</p> <p>The proposal will positively benefit disabled people/drivers, rural communities and areas of deprivation. It may also potentially benefit carers. It should make all of these named groups more able to transition to electric vehicles than if no intervention were taken, or if a solely market-led approach were taken.</p>
<b>Completed By</b>	Jenny Figueiredo

	EV Charging Project Manager, ZEV and Energy Integration Team, iHub, ITID
<b>Authorised By</b>	
<b>Date of Assessment</b>	12 July 2023

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>In March 2021, Oxfordshire County Council, West Oxfordshire District Council, Cherwell District Council, South Oxfordshire District Council and Vale of White Horse District Council adopted the Oxfordshire EV Infrastructure Strategy (OEVIS), to set out Oxfordshire’s strategic policies and actions required to meet growing EV infrastructure demand and support the shift to toward zero carbon transport.</p> <p>The strategy set policies and targets across a number of areas. The OXLEVI project will actively support delivery of;</p> <ul style="list-style-type: none"> <li>• Converting 7.5% of local authority managed public car park spaces, to fast or rapid EV charging by 2025.</li> <li>• Managing local authority parking to promote EV charging bays, encourage destination and overnight charging for private vehicles, car club vehicles, and business vehicles.</li> <li>• Promoting a hierarchy of EV charging solutions for those without access to off-road parking, prioritising off-street charging, and solutions avoiding street clutter. The Office for Zero Emission Vehicles has notified OCC of an allocation of £3.655M Capital and £529k revenue funding for delivery of EV Infrastructure, subject to approval of OCCs application with a detailed proposal. The application will be made with the support of all five of Oxfordshire’s district councils, and it is anticipated that the districts will be key delivery partners in activities across the project workstreams. The OXLEVI project will use LEVI grant funding and private investment to meet predicted need for EV infrastructure and support decarbonisation of road transport, particularly in rural, car dependent communities.</li> </ul> <p>The proposal also forms the basis of transition from grant funded innovation projects to deliver EV charging, towards business as usual (BAU) delivery in partnership with commercial organisations and other community stakeholders in Oxfordshire.</p>
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<p style="text-align: center;"><b>Proposals</b></p> <p style="text-align: center;">Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Delivery will focus on 4 key workstreams:</p> <ul style="list-style-type: none"> <li>• ‘Residential EV Hubs’ in Council controlled car parks in market towns, larger villages, and in Oxford.</li> <li>• ‘EV Micro-Hubs’ at community buildings, primarily in rural areas of Oxfordshire.</li> <li>• ‘Roadside EV Chargers’ on residential streets where no Residential EV Hub or EV Micro-Hub can be deployed within a 5-minute walk.</li> <li>• ‘Park &amp; Ride EV Hubs’ at OCC P&amp;R sites</li> </ul> <p>Further details of each workstream are as follows:</p> <p>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.</p> <p>This workstream will deliver:</p> <ul style="list-style-type: none"> <li>• A network of up to 600 LEVI grant funded standard (7-22kW) EVCPs in ‘residential charging hubs’ across Oxfordshire by end 2025 (phase 1), leveraging up to 60% capital contributions from a commercial CPO partner.</li> <li>• Primary overnight charging for up to 9000 households living within a 5-minute walk of hub sites.</li> <li>• Meeting OEVIS 7.5% target for EV charging spaces in non-P&amp;R council car parks by end 2025.</li> <li>• EV car-club bays, accessible EV charging bays, and light commercial EV charging bays at selected sites – linking with Transport Hub Strategy</li> <li>• Rapid EVCPs commercially funded by CPO at selected sites</li> <li>• Long-term (10-15 year) concession contracts with a chargepoint operator to deliver up to 1,200 further EVCPs using a combination of private investment and developer funding (s106/CIL etc.) over a further 2 delivery phases.</li> </ul> <p>Partners</p> <ul style="list-style-type: none"> <li>• OCC – Lead and delivery on OCC controlled land</li> <li>• District and City Councils – delivery on own off-road parking estate</li> <li>• EV Charge Point Operator (CPO)</li> <li>• Possible inclusion of other public bodies i.e., NHS trusts willing to host residential charging hubs.</li> </ul> <p>ii.) EV Micro-hubs:</p>
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	<p>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.</p> <p>This workstream will deliver;</p> <ul style="list-style-type: none"> <li>• A grant scheme run by OCC to fund community EV charging assets in rural areas - filling gaps in the current network</li> <li>• 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</li> <li>• Owner-operated EV Micro-hubs, already piloted by Suffolk County Council which do not rely on private investment.</li> <li>• No ongoing stewardship responsibilities for OCC - The chargepoint host is responsible for the assets on their land and contract management with the CPO.</li> </ul> <p>Partners:</p> <ul style="list-style-type: none"> <li>• OCC (Lead)</li> <li>• EV Micro-hub hosts - Town/Parish Councils and similar non-profit organisations</li> <li>• EV chargepoint supplier/operator</li> <li>• 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.</li> </ul> <p>iii.) Roadside EV charging:</p> <p>There are some areas of Oxfordshire where it may be necessary to install EV chargers at the roadside in residential streets because;</p> <ul style="list-style-type: none"> <li>• 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</li> </ul> <p>While the scale and distribution of these areas is not known in detail, the majority are likely to be found in the denser urban areas of Oxfordshire.</p> <p>This project work package will deliver;</p> <ul style="list-style-type: none"> <li>• A network of up to 302 safe and appropriate Roadside EV Chargepoints, filling in gaps in provision where there is no alternative option.</li> <li>• Long-term (10-15 year) concession contracts 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 2-3 delivery phases.</li> </ul>
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	<p>Partners</p> <ul style="list-style-type: none"> <li>• OCC will lead across all EV charging installed on Highway land, working directly with the appointed Charge Point Operator (CPO).</li> <li>• Other stakeholders: Tier 2 councils will have opportunities to recommend locations for roadside public EV charging through the programme governance structures.</li> </ul> <p>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 smaller residential EV charging hub sites increases the attractiveness of the overall offer for CPOs although no LEVI grant funding is anticipated to be used to support this work.  This workstream will deliver:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Destination and rapid charging for visitors, commuters, taxis, care workers and other working drivers.</li> <li>• Meeting OEVIS 7.5% target for EV charging spaces in OCC P&amp;R car parks by end 2025.</li> <li>• EV car-club bays, accessible EV charging bays, and light commercial EV charging bays at selected sites – linking with Transport Hub Strategy</li> <li>• A long-term (10-15 year) concession contract with a chargepoint operator to deliver up to 200 further EVCPs using a combination of private investment and developer funding (s106/CIL etc.) over a further 2-3 delivery phases.</li> </ul> <p>Partners</p> <ul style="list-style-type: none"> <li>• OCC working directly with appointed Chargepoint Operator (CPO)</li> </ul>
<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service</p>	<p>This proposal supports a reduction in annual carbon emissions from cars from 730k tonnes in 2022 to 51.5k in 2039, as the Oxfordshire (Car based) vehicle parc transitions to ZEV. This data is based on an assumption that the total vehicle parc for Oxfordshire remains largely similar across this time period, and that annual mileage increases with an uplift factor of 1 applied. (National EV Insight &amp; Strategy (NEVIS) Tool data, 2023). The proposal targets EV charging infrastructure into areas where lack of private off-road parking (and therefore home EV charging) is a</p>

<p>users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>barrier to ZEV adoption. Over 34% (111,000) of Oxfordshire households have to park their car on the street, and are therefore less likely to switch to a cleaner battery electric vehicle. Currently only 19% of these households are within 5 minutes walking distance (400m) of a public EV charger.</p> <p>In an Oxfordshire survey of 1,758 people in October 2021:</p> <ul style="list-style-type: none"> <li>• 19% of respondents had no off-street parking access</li> <li>• 77% of these said this was a barrier to them owning an EV</li> <li>• 67% of them said this was the biggest barrier</li> </ul> <p>Oxfordshire currently has fewer than 500 EV chargepoints (sockets) of various speeds. To support drivers without access to an off-road home EV charger, data from the NEVIS tool indicates that Oxfordshire will need an additional 1284 fast chargers (7-22kW) by 2025, 3816 fast chargers by 2030, and 8345 by 2039. The county will also need up to 175 rapid and ultra rapid by 2025, 300 by 2030 and 607 by 2039. (Nevis Tool data, 2023) The ZEV team has used GIS data to identify locations across Oxfordshire where public EV charging infrastructure is required to support the ZEV transition, including identifying rural areas with a lack of EV charging provision, where residents are in access to services deprivation, and where car dependence on accessing services is high. Further GIS mapping and modelling will be carried out over the coming months as the site selection process for EV chargers progresses.</p>
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Options appraisal attached</p>





**Section 3: Impact Assessment - Protected Characteristics**

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a

<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Around 22% of the UK population is estimated to have a disability and 4.3% of the UK population hold a Blue Badge. Disabled people are likely to be some of the more car dependent drivers as well as those most suited to driving electric vehicles due to their ease of use.</p> <p>This project intends to include at least one fully DDA compliant accessible EV charging bay installed in every EV charging hub (<i>or every one over a certain a size tbc</i>) and therefore ensure that public EV charging facilities can be accessed by those with a variety of additional needs.</p> <p>Accessibility will be a key priority for in the tender process and we will require suppliers to outline how they intend to meet the new <a href="#">PAS 1899:2022 guidelines</a> for</p>			
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				<p>accessible EV charging specification in their tender.</p> <p>The OEVIS already prioritises installation of EV charging hubs in off-road car parks over roadside charging in order to keep pavements freely accessible for walking and wheeling. Where roadside charging is the only option for providing EV charging, we will meet the <a href="#">Inclusive Mobility guidelines</a>.</p>			
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a

<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
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### Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Rural communities are recognised as being more car dependent than urban communities and are currently disadvantaged in the transition to EV by having very little public EV charging in rural areas. A market-led approach to EV charging alone may see rural communities continue to be disadvantaged, as the business case for EV charging is weaker in less densely populated areas (with potentially fewer employment opportunities and visitor/commercial offerings).</p> <p>The proposed 'community micro-hubs scheme' will begin to address these gaps in public EV charging provision, by utilising government grant funding to ensure EV charging facilities are provided in more</p>	n/a	n/a	n/a

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				remote areas and with tariff setting within the control of local community site owners who can choose to provide e.g. lower tariffs for local people. This will therefore give rural communities a more equal opportunity to transitioning to electric vehicles and the environmental and economic benefits that brings.			
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		n/a	n/a	n/a
<b>Carers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Carers are potentially more likely to be car dependent/higher mileage drivers than the average resident and will potentially be completing many trips around Oxfordshire on a regular basis. Increasing the spread of reliable and affordable EV chargers across the county should give carers more reassurance about the	n/a	n/a	n/a



Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				possibility of switching from petrol/diesel vehicles to electric, and therefore potentially reducing their own costs and carbon emissions.			
<b>Areas of deprivation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Areas of deprivation are unlikely to have seen early adoption of EV, but as the second-hand EV market increases and more working drivers are switching to EV it is likely that more and more drivers in deprived areas will look to switch to EV, and it's important to ensure that public EV charging is available to meet that growing demand.</p> <p>A solely market-led approach to EV charging alone may see deprived communities disadvantaged, as the business case for EV charging is weaker in these areas traditionally. However, the strategic site selection</p>	n/a	n/a	n/a

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				<p>approach and use of grant funding in this scheme will ensure a fair and equitable spread of EV charging provision, and the community micro-hubs scheme element will provide an opportunity for community locations within deprived areas to provide potentially lower tariffs to suit their communities.</p> <p>The project team will be using a set of comprehensive mapping tools to inform site selection to ensure that EV chargers are deployed in low- and medium-income areas and not just high-income areas where traditionally EV uptake has been highest until now.</p>			

### Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Staff</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A major increase in public EV charging across Oxfordshire will mean OCC staff will likely find themselves living closer to a public EV charging point, therefore making it potentially easier for them to personally switch to driving an electric vehicle and benefit from potentially reduced driving costs as well as lower carbon emissions.	n/a	n/a	n/a
<b>Other Council Services</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	OCC is looking to decarbonise its entire fleet, which for many vehicles will mean switching to electric. The presence of a comprehensive network of fast and rapid public EV chargers across Oxfordshire, along with the potential to introduce EV car club vehicles at many EV charging 'hub' sites, will mean that Council fleets can electrify	n/a	n/a	n/a

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				more quickly, and more staff can have access to EV pool vehicles etc.			
<b>Providers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	OCC's providers are also likely to be looking to decarbonise their fleets in order to reduce costs and environmental impact and to be prepare for the Oxford ZEZ and the proposed ban on sale of new petrol and diesel vehicles in 2030. The presence of a comprehensive network of fast and rapid public EV chargers across Oxfordshire, along with the potential to introduce EV car club vehicles at many EV charging 'hub' sites, will mean that OCC's providers can electrify more quickly and more staff can have access to EV pool vehicles etc.	n/a	n/a	n/a

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Social Value <sup>1</sup>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The provision of a comprehensive network of public EV chargers across Oxfordshire will provide more equal opportunities for all residents and businesses to transition to electric vehicles, with the associated environmental and financial benefits this brings. Investing in EV charging infrastructure across a wide variety of geographical areas within Oxfordshire will mean that visitors from outside of the area will continue to be able to visit Oxfordshire and bring money into the local economy when more people are driving electric vehicles.</p> <p>In addition to this, the tender of the chargepoint operator concession will include a 17%</p>	n/a	n/a	The social value impact of the contract will be monitored via the Social Impact Portal

<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				social value weighting, therefore the appointed supplier(s) will likely be investing significantly in e.g. local staff/apprenticeships to deliver services, supporting local community initiatives, improving biodiversity etc.			

## Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

<b>Review Date</b>	<b>n/a as no bias, negative impact or disadvantage identified</b>
<b>Person Responsible for Review</b>	<b>n/a as no bias, negative impact or disadvantage identified</b>
<b>Authorised By</b>	<b>n/a as no bias, negative impact or disadvantage identified</b>