



Equality Analysis Toolkit

Lancashire Electric Vehicle Infrastructure Strategy

For Decision Making Items

June 2023



Question 1 - What is the nature of and are the key components of the proposal being presented?

Lancashire and Blackburn with Darwen Electric Vehicle (EV) Infrastructure Strategy - a strategy for Lancashire outlining delivery of EV charging points in line with the public needs up until 2030.

The strategy's vision is "to deliver appropriate, accessible and equitable EV charging provision across Lancashire, in collaboration with commercial operators, to meet the expected growth in EV usage and demand from residents, businesses and visitors without access to off-street charging".

The key objectives of the strategy focus on:

- Coordination
- Planning
- Funding and models
- Deployment
- Monitoring
- Awareness and capabilities

This strategy is in response to the UK Government's announcement to phase out the sale of new petrol and diesel cars and Light Goods Vehicles (LGVs) by 2030 and the sale of new hybrids by 2035. The strategy estimates that there will be a need for a total of 6,655 chargepoints to support the 245,000 EVs projected by 2030.

Question 2 - Scope of the Proposal

Is the proposal likely to affect people across the county in a similar way or are specific areas likely to be affected – e.g. are a set number of branches/sites to be affected?

Public EV charging infrastructure will be installed throughout the county based on demand analysis conducted within the strategy. However, the strategy will mainly impact drivers who live, work, study, or visit the county. It will facilitate the transition to EVs by making it easier for drivers to find a public EV chargepoint. The strategy is more likely to affect residents without access to off-street parking (residents without a driveway to charge EVs at home), as they are more likely to use public chargers. Residents without off-street parking provision are typically on lower incomes, therefore there needs to be a focus on offering an affordable and fair public charging system, which makes using an EV more accessible to a wider range of groups.

All residents, workers and visitors will benefit from better air quality and reduced carbon emissions which the EV Infrastructure Strategy aims to achieve. Children, elderly, and pregnant women are more sensitive to the effects of air pollution compared to the general population. Children are more susceptible as their lungs are still growing; elderly people are more vulnerable as they are more likely to have existing medical issues exacerbated by poor air quality¹; and pregnant women are

¹ Every breath we take: The lifelong impact of air pollution 2016 (Royal College of Physicians)

more vulnerable because of the harmful impacts on the unborn foetus and evidence regarding adverse birth outcomes².

The chargepoints may also impact pedestrians where they are placed on the footway, however there will be mitigation measures to minimise the impact.

Question 3 – Protected Characteristics Potentially Affected

Could the proposal have a particular impact on any group of individuals sharing protected characteristics under the Equality Act 2010, namely:

- Age
- Disability including Deaf people
- Gender reassignment
- Pregnancy and maternity
- Race/ethnicity/nationality
- Religion or belief
- Sex/gender
- Sexual orientation
- Marriage or Civil Partnership Status

And what information is available about these groups in the County's population or as service users/customers?

Age

Approximately 21% of Lancashire's population are over 65 years old. Elderly adults may have reduced walking ranges and age-related conditions, therefore there must be well-planned placement of chargepoints and street furniture within a 5-minute walking distance. The elderly would also benefit from the infrastructure being made fair and accessible, with safety prioritised.

Disability

In Lancashire there are an estimated 28,599 adults aged 18-64 living with a moderate personal care disability and 6,297 with a serious personal care disability. People with disabilities are heavily reliant on their cars as their primary mode of transport.

Research by Motability³ identified key issues faced by EV drivers with a disability, these include:

- The weight of charging cables
- The force required to attach the connector
- The lack of dropped kerbs around chargepoints
- Unsuitable parking arrangements

Accessibility is a key focus within the EV strategy in relation to charger availability and the ability of users with accessibility needs to access and use the equipment.

² Shang, L., Huang, L., Yang, L. et al. Impact of air pollution exposure during various periods of pregnancy on term birth weight: a large sample, retrospective population-based cohort study. *Environ Sci Pollut Res* 28, 3296–3306 (2021). <https://doi.org/10.1007/s11356-020-10705-3>

³ User Engagement Report: Accessible EV Charging, Motability the Charity.

The British Standards Institute PAS1899:2022 Electric vehicles – Accessible charging – Specification published in October 2022 sets out the specifications that should be met e.g., appropriate height, no obstructions, kerbs around the chargepoint and will be adhered to where possible.

It is also recognised that individuals with a disability are more likely to experience lower incomes and live in properties without off-street parking. This may slow EV uptake within this group given the significant cost barrier and difficulty of charging.

Additionally, it is recognised that individuals with a disability may be more vulnerable to hate crime, therefore public chargepoints need to be safe to address personal safety concerns.

On-street charging units could also impact on disabled people's access to pavement space and trailing cables may pose a tripping hazard.

Electric Vehicles are also much quieter than petrol and diesel vehicles so it can be a challenge for the visually impaired to hear vehicles approaching.

Gender Reassignment

No overall negative impact of the EV Strategy has been identified associated with gender reassignment. However, it is recognised that individuals undergoing gender reassignment may be more vulnerable to violence and hate crime, consideration needs to be given to location to ensure that charging points are well-lit and safe.

Marriage and Civil Partnership

No overall negative impacts have been identified associated with marriage and civil partnership.

Pregnancy and Maternity

No overall negative impact of the EV Strategy has been identified associated with Pregnancy and Maternity.

It is recognised that heavily pregnant people could find operating charging points more challenging due to cable weight, PAS1899 standards will be followed where possible.

Race

In 2021, 88.9% (1.10 million) of usual residents in Lancashire identified their ethnicity as falling within the "White" ethnic group. No overall impacts of the EV Strategy have been identified associated with race.

It is however recognised that individuals from ethnic minority backgrounds are more likely to experience lower incomes and live in properties without off-street parking, which must be considered in chargepoint site selection.

It is also recognised that English may not be the first language for some individuals, and consideration needed to be given to this when communicating the strategy and information about usage of chargepoints.

Religion and Belief

No overall negative impact has been identified associated with religion or belief.

Sex

Campaign groups have highlighted the issue of personal safety for lone female drivers using chargers at night. Chargepoints need to be well lit and safe. Women comprise less than ¼ of all EV owners and it is recognised that safety concerns, accessibility, and the gender pay gap could be contributors to this. Fair, affordable, safe, and widely available EV infrastructure in Lancashire could help to close the EV ownership gender gap and have a positive impact.

Sexual Orientation

No overall negative impacts of the EV Strategy have been identified associated with sexual orientation. However, it is recognised that LGBTQ+ individuals may be more vulnerable to violence and hate crime, therefore chargepoints need to be safe and well-lit.

Question 4 – Engagement/Consultation

How have people/groups been involved in or engaged with in developing this proposal?

District Council representatives have inputted into strategy workshops and a survey has been distributed by the National Highways and Transport survey to establish current EV uptake and barriers to uptake in Lancashire.

Question 5 – Analysing Impact

Could this proposal potentially disadvantage particular groups sharing protected characteristics and if so which groups and in what way? This pays particular attention to the general aims of the Public Sector Equality Duty:

- To eliminate unlawful discrimination, harassment or victimisation because of protected characteristics;
- To advance equality of opportunity for those who share protected characteristics;
- To encourage people who share a relevant protected characteristic to participate in public life;
- To contribute to fostering good relations between those who share a relevant protected characteristic and those who do not/community cohesion;

The strategy is a high-level document that sets out the objectives to deliver appropriate, accessible and equitable EV charging provision across Lancashire. It is not expected to disadvantage any particular groups.

The strategy is based on a demand zoning approach, categorised into off-street, public need, commercial, visitor, and minimum need, which help to identify the requirements for additional infrastructure provision.

The Strategy objective of ensuring the roll-out of EV chargepoints is done accessibility and equitably should make a positive contribution towards the aim of advancing equal opportunity amongst protected characteristics groups.

Question 6 –Combined/Cumulative Effect

Could the effects of this proposal combine with other factors or decisions taken at local or national level to exacerbate the impact on any groups?

The strategy is not expected to disadvantage any particular groups. Therefore, it is not anticipated that there will be any cumulative effects on any particular group.

The Strategy is driven by Government announcements around ending the sale of petrol and diesel vehicles by 2030 and hybrid vehicles by 2035. Any changes in government policy during the strategy timeframe will need to be considered.

The availability of various Government grants and funding will impact the effectiveness and success of the EV Infrastructure Strategy and the ability to deliver on its objectives. The County Council has been allocated Local Electric Vehicle Infrastructure funding, subject to the submission and approval of a full business case and application. This will provide the delivery mechanism for the strategy and ensure that the objectives can be met.

Question 7 – Identifying Initial Results of Your Analysis

As a result of the analysis has the original proposal been changed/amended, if so please describe.

No

Question 8 - Mitigation

Will any steps be taken to mitigate/reduce any potential adverse effects of the proposal?

The strategy sets out the vision and objectives for delivery of public EV charging infrastructure, and the impact should be positive in increasing the amount of public charging provision in Lancashire.

Chargepoints will be installed to PAS1899 standard wherever possible to minimise the adverse effects on the disability protected group and to prevent them being excluded from the public EV charging network in Lancashire.

Chargepoints will also be carefully located and well-lit to ensure the safety of those protected groups who are more vulnerable to anti-social behaviour.

On-street chargepoints located on pavements will be sited to ensure there are no adverse impacts for pedestrians or wheelchair users.

Question 9 – Balancing the Proposal/Countervailing Factors

This weighs up the reasons for the proposal – e.g. need for budget savings; damaging effects of not taking forward the proposal at this time – against the findings of the analysis.

The strategy is aimed at improving public EV charging provision so that Lancashire can meet the expected increase in EV uptake following the UK Government's announcement to phase out petrol and diesel cars by 2030 and hybrids by 2035. The Government has allocated funding to increase public EV charging infrastructure through the Local Electric Vehicle Infrastructure Fund.

Failure to act on the strategy would result in a lack of EV charging provision in Lancashire, thereby stunting the EV rollout across the county, especially for those without off-street charging provision. This would make it more challenging for the people of Lancashire to use an EV. It would also prevent improvements being made to air quality caused by petrol and diesel cars.

Question 10 – Final Proposal

In summary, what is the final proposal and which groups may be affected and how?

The final proposal is for an Electric Vehicle Infrastructure Strategy for Lancashire, to support Lancashire residents in the transition to EV as petrol and diesel vehicles are phased out. The strategy is not anticipated to negatively impact protected groups; however, due regard will be given to the impacts on disabled people and other protected groups in the deployment of EV infrastructure. For example, adhering to PAS1899 standard wherever possible and taking into account personal safety and pavement space in the design and siting of chargepoints.

Question 11 – Review and Monitoring Arrangements

What arrangements will be put in place to review and monitor the effects of this proposal?

The number of chargepoints installed, and the utilisation data of the installed chargepoints. Results from the National Highways and Transport survey from Lancashire residents will also be monitored.

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Equality Analysis Endorsed by Line Manager and/or Service Head Debbie King

Decision Signed Off By

Cabinet Member or Director

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