

# Somerset Equality Impact Assessment

Organisation prepared for	Somerset West and Taunton Council		
Version	0.1	Date Completed	15/10/2020
Description of what is being impact assessed			
<h2>Somerset EV Charging Strategy</h2> <p>The Strategy explores a number of issues around EV charging, evidences and assesses different options, and recommends how the Somerset local authorities should work in partnership moving forwards in order to deliver and enable an EV charging network to come forward at pace to support our carbon neutrality ambitions. The Strategy considers the range of constraints presented by the electricity network, the predominantly rural nature of the area and areas without sufficient off-street parking provision, as well as the opportunities presented by Council assets and planning policy for new Local Plans. It recommends approaches to take with regards to charge point types in different locations, funding and delivery models to use in different circumstances, and on-going governance arrangements to aid partnership working through delivery. The Strategy is proposed to be adopted and brought forward into the Council’s Carbon Neutrality and Climate Resilience (CNCR) Action Plan.</p> <p>The Strategy itself makes recommendations on actions to take, though the detail of what, how, where and when is not determined by the Strategy, and will evolve as specific projects are developed. Having said that, the strategy will provide guidance on how these questions are answered during project development.</p> <p>The CNCR Action Plan already incorporates a number of potential actions of a similar nature to some of those recommended by the Strategy, though the Strategy recommends additional actions and provides more detail to others. The CNCR has previously been assessed for equalities impacts, identifying in general terms the likely impacts on different groups in the round, rather than on an action-by-action basis. The CNCR EqIA identified that <i>“(specifically where an individual or group would see or experience a direct physical change as a result of an action with the Action Plan), specific EIAs will be necessary in order to help shape the relevant delivery plan for that action”</i>.</p> <p>It also needs to be recognised that not all people sharing a protected characteristic within SWT will necessarily experience the same impact (be it positive or negative) from a particular action. For example, impacts may be directly felt by those who drive, but not by those who do not.</p>			

**Evidence**

**What data/information have you used to assess how this policy/service might impact on protected groups?** Sources such as the [Office of National Statistics](#), [Somerset Intelligence Partnership](#), [Somerset’s Joint Strategic Needs Analysis \(JSNA\)](#), Staff and/ or [area profiles](#),, should be detailed here

The Somerset EV Charging Strategy has been reviewed.

DfT statistics on mode of travel available at <https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons>

As explained below, a review of data as well as wider consultation will be necessary at a later point when it comes to detailed design of actions that will have a direct physical impact on individuals and groups with protected characteristics.

**Who have you consulted with to assess possible impact on protected groups?** If you have not consulted other people, please explain why?

Officers within the Council with an overview of the Equalities function, who have experience of identifying impacts on those with protected characteristics have been consulted for this initial identification of potential impacts.

Wider external consultation will be necessary in relation to delivery plans for some of the recommendations within the Strategy where an individual or group would see or experience a direct physical change as a result of an action

**Analysis of impact on protected groups**

The Public Sector Equality Duty requires us to eliminate discrimination, advance equality of opportunity and foster good relations with protected groups. Consider how this policy/service will achieve these aims. In the table below, using the evidence outlined above and your own understanding, detail what considerations and potential impacts against each of the three aims of the Public Sector Equality Duty. Based on this information, make an assessment of the likely outcome, before you have implemented any mitigation.

Protected group	Summary of impact	Negative outcome	Neutral outcome	Positive outcome
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<p><b>Age</b></p>	<p>The factors that make people vulnerable to the impacts of climate change are most acute amongst particular groups; older people are one of these categories. Older people are physiologically at most risk of health impacts from extreme heat and cold. It is hoped that delivery of the recommendations within the EV Charging Strategy will lead to proliferation of EVs across the district, which will help to mitigate the effect and risk of climate change on older people within this protected group and should be seen as delivering, over time, a positive impact.</p> <p>Older people statistically make less trips by car as a driver than working age groups. Younger people statistically make less trips by car as either a driver or passenger than working age groups. People under 16/17 years of age are unable to drive by law. This may mean that these age groups benefit less directly from actions to incentivise adoption of EVs. Though, younger age groups may benefit more in future years.</p> <p>E-bikes potentially open up a route for greater levels of active travel from older age groups, up to a point, dependent upon mobility. Though the Strategy identifies that public charging infrastructure is unlikely to be that relevant to e-bikes with the exception of any future e-bike share schemes.</p> <p>Older age groups are more likely to utilise electric mobility vehicles. The Strategy does not address these vehicles, though public charging infrastructure is again unlikely to be particularly relevant.</p>	X		X
<p><b>Disability</b></p>	<p>The factors that make people vulnerable to the impacts of climate change are most acute amongst particular groups; people with disabilities are one of these categories. People with certain disabilities (particularly circulatory and respiratory conditions) are physiologically at most risk of health impacts from extreme heat and cold. It is hoped that delivery of the recommendations within the EV Charging Strategy will lead to proliferation of EVs across the district, which will help to mitigate the effect and risk of climate change on people with disabilities within this protected group and should be seen as delivering, over time, a positive impact.</p>	X		X

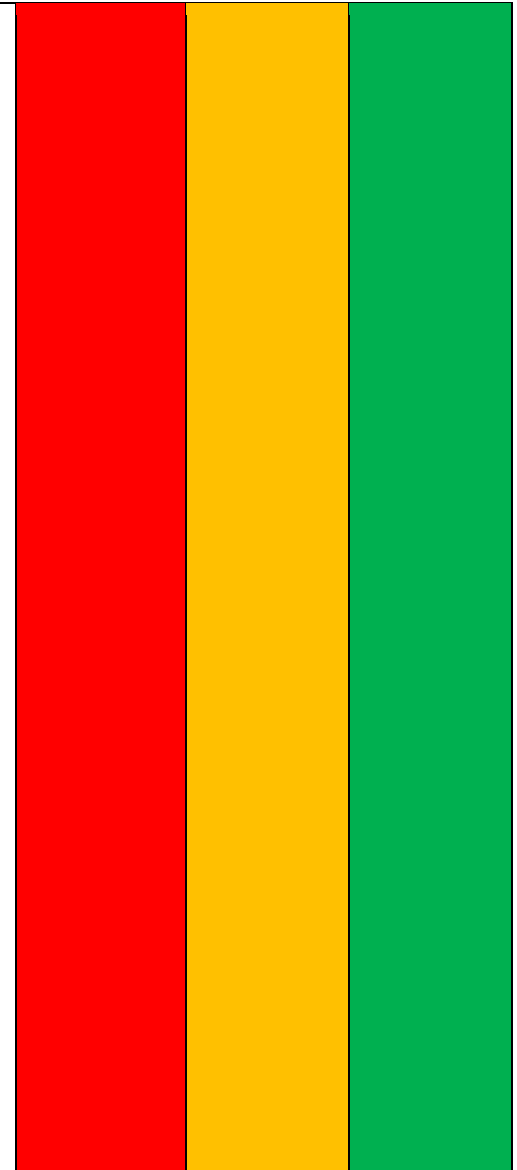
Air pollutants can worsen respiratory conditions such as asthma. This proposal will, over time, help improve air quality within the Taunton Town Centre and should therefore, have a particularly positive impact for those with such conditions.

Certain sub-groups within this group are potentially more likely to be reliant upon private vehicles for transport, and less likely to be able to switch to active travel modes or public transport. As such, this proposal will, over time, support these people to make the switch to EVs.

However, other sub-groups within this group are potentially less likely to make trips by car at all due to specific conditions. As such, this may mean that these sub-groups do not benefit so much from such actions.

Encouragement of electric modes of transport such as e-bikes and e-scooters have posed particular risks to people with visual impairment in other areas. Particularly short-term rentals of e-scooters. Their speed and almost silent operation are an issue as is inconsiderate parking, where there have been numerous examples of them being left dumped on pavements, creating a significant trip hazard for the visually impaired. Separation of pedestrians and e-scooter and bike riders within any pedestrianised space will help mitigate this risk together with dedicated parking bays / racks for these modes of transport.

There may be cases currently whereby people living in areas reliant upon on-street parking use trailing cables between their homes and vehicles to charge them. People with disabilities are likely to be particularly affected by such arrangements. Recommendations around cable covers, ducts and associated design guidance could help to reduce such impacts. 'Street clutter', more generally can be an issue for blind people and people with visual impairments in particular and therefore careful thought will need to be given to the siting and design of all aspects of on-street charging points in particular, both in relation to the positioning of the points themselves and any obstruction caused by the charging cables, so as to not to present hazards / inconvenience for this particular group



<b>Gender reassignment</b>	Mitigating the impacts of climate change and enabling the development of an EV charging network and proliferation of EVs in the district should be seen as delivering, over time, a positive impact for everyone, including people within this group. No additional impacts, from the Strategy, have been identified that would disproportionately affect this group.			X
<b>Marriage and civil partnership</b>	Mitigating the impacts of climate change and enabling the development of an EV charging network and proliferation of EVs in the district should be seen as delivering, over time, a positive impact for everyone, including people within this group. No additional impacts, from the Strategy, have been identified that would disproportionately affect this group.			X
<b>Pregnancy and maternity</b>	Air pollutants can cause respiratory illness in pregnant women and also lead to low birth weight or pre-term birth. This proposal will, over time, help improve local air quality and should have a positive impact on some pregnant women.  No additional impacts, from the proposed Strategy, have been identified that would disproportionately affect this group.			X
<b>Race and ethnicity</b>	Mitigating the impacts of climate change and enabling the development of an EV charging network and proliferation of EVs in the district should be seen as delivering, over time, a positive impact for everyone, including people within this group. No additional impacts, from the Strategy, have been identified that would disproportionately affect this group.			X
<b>Religion or belief</b>	Mitigating the impacts of climate change and enabling the development of an EV charging network and proliferation of EVs in the district should be seen as delivering, over time, a positive impact for everyone, including people within this group. No additional impacts, from the Strategy, have been identified that would disproportionately affect this group.			X
<b>Sex</b>	Mitigating the impacts of climate change and enabling the development of an EV charging network and proliferation of EVs in the district should be seen as delivering, over time, a positive impact for both men and women. No additional impacts, from the Strategy, have been identified that would disproportionately affect men or disproportionately affect women.			X

<b>Sexual orientation</b>	<p>Mitigating the impacts of climate change and enabling the development of an EV charging network and proliferation of EVs in the district should be seen as delivering, over time, a positive impact for everyone, including people within this group. No additional impacts, from the Strategy, have been identified that would disproportionately affect this group.</p>			X
<b>Other, e.g. carers, veterans, homeless, low income, rurality/isolation, etc.</b>	<p><u>Low Income</u> - Mitigating the impacts of climate change and enabling the development of an EV charging network and proliferation of EVs in the district should be seen as delivering, over time, a positive impact for everyone, including people within this group.</p> <p>Individuals and households on low incomes may be particularly vulnerable to the impacts of climate change during prolonged periods of hot or cold weather in particular; due to their inability to afford fuel for adequately heating or cooling their homes. This Action Plan aims to help mitigate the effect and risk of climate change so should be seen as delivering, over time, a positive impact.</p> <p>EVs promise cheaper running costs than traditional internal combustion engine (ICE) vehicles, which may, in time, be particularly positive to low income households. However current costs of purchasing or leasing EVs are significantly more expensive than ICE vehicles, meaning that this group may, by definition, be least likely to be able to find the resources to make the transition and may miss out on the opportunity, at least to begin with, thereby being disadvantaged. Over time, initial purchase and leasing costs are likely to become more aligned and potentially cheaper than ICE vehicles, and as such this is likely a temporary impact.</p> <p>Recommendations relating to urging the Government to bring forward the ban on sales of new petrol and diesel cars and vans to 2030 or earlier have the potential to disadvantage lower income groups. However, recommendations to urge Government to reduce costs of purchase compared to ICE vehicles, and to establish local incentives could potentially balance this impact out if appropriately designed.</p> <p>Suggestions around use of differential parking charges or differential speed limits for EVs as local or national incentives have the potential to disadvantage lower income groups who may be less able to benefit.</p>	X		X

