

EQIA Submission – ID Number

Section A

EQIA Title

Local Electric Vehicle Infrastructure - LEVI

Responsible Officer

Ben Bolton - GT TRA

Type of Activity

Service Change

No

Service Redesign

No

Project/Programme

Project/Programme

Commissioning/Procurement

No

Strategy/Policy

No

Details of other Service Activity

No

Accountability and Responsibility

Directorate

Growth Environment and Transport

Responsible Service

Transport - Highways & Transport

Responsible Head of Service

Tim Read - GT TRA

Responsible Director

Haroona Chughtai - GT TRA

Aims and Objectives

BACKGROUND

In March 2022 the Government published Taking charge: the electric vehicle infrastructure strategy which outlined their intention that Local Authorities should play a leading role in ensuring equitable access to Electric Vehicle Charge Points (EVCP) in their localities.

In February 2023, the Office of Zero Emissions Vehicles (OZEV) published their regional allocation of Local Electric Vehicle Infrastructure (LEVI) funding, of which Kent County Council (KCC), as a Tier 1 authority, was allocated £12,081,000 Capital funds to develop a county wide approach to EV charging.

The focus of the LEVI fund is to help deliver a step change in the deployment of local, primarily low power, on-street charging infrastructure to accelerate the commercialisation of, and investment in, the local charging infrastructure sector.

OZEV want to see Tier 1 Authorities enabling charging for those in most need. In the current landscape of EV charging, OZEV have made it clear that the primary focus should be on existing residential properties without access to private driveways or parking. This is because those with off-street parking can often install a private EVCP and therefore access lower cost, off peak tariffs which only incur 5% VAT compared to 20% on the public network.

Delivering on-street residential EVCPs would deliver on the Council's overall strategy Framing Kent's Future, by undertaking an infrastructure-first approach of establishing the capability for vehicle charging ahead of mass purchase and use by populations in areas lacking ease of at-home charging.

OBJECTIVES

The LEVI EVCP network must meet the below objectives to align with KCC's Vision:

Equitable - Improving access to EVCP's across all rural and urban areas, particularly areas of market failure. Ensuring everyone has access to safe and efficient travel options and that all communities can benefit from reliable social infrastructure.

Affordable - Ensuring that the EVCP infrastructure is affordable in line with market trends.

Accessible - To ensure EVCP infrastructure is accessible to all identified user groups in terms of location and user experience without impacting on the safety of other highway users, particularly vulnerable/protected groups.

Reliable/sustainable - Support, deliver and monitor a reliable and financially sustainable EVCP network.

EQUALITY RECOMMENDATIONS

The project will Adjust and continue to remove barriers or better promote equality.

Charge point design:

All charge points will be compliant with PAS 1899:2022 Electric Vehicles – Accessibility Charging – Specification. This guidance has been written to ensure accessibility for disabled users. It was written in consultation with disabled charity, Motability.

Charge point placement:

All charge point installations will be compliant with KCC technical Specification criteria, developed specifically to ensure additional street furniture does not present additional risk to highway users, particularly pedestrians with disabilities.

Charge point placement will not affect current or future disabled parking bays.

Charge point placement will not focus on areas directly outside the front of residential properties as this may prevent adoption of any future solutions which may allow residents to benefit from charging their vehicle from their home electricity supply.

Charge points will be located in areas in which need has been registered by various groups.

Charge points will be rolled out equally across the county to cater for all demographics rather than focussing on affluent groups.

Lighting:

Each new EV charger installation should be carefully considered to ensure it is located in a safe and well lit

or overlooked area. Where this is not possible alternative steps should be taken in terms of alternative location selection. Residential areas will be prioritised.

Cables:

The majority of charge points delivered will not provide cables as the user will be required to use their own. However, chargepoint placement on the highway will be in line with KCC Highway guidance to reduce any risk associated with cables trailed between the vehicle and the charger. Charge points will be located at the front of the footway (or on a buildout if pavement width requires)

If any charge points are used which come with in-built cables, their design and placement will be compliant with national accessibility standards - PAS 1899:2022 Electric Vehicles – Accessibility Charging – Specification

Usability:

Various payment methods will be available to cater for multiple groups.
Service information will be available via online channels as well as over the telephone.
Service information will be available in a variety of languages.

Additional factors:

Active engagement and consultation with agencies representing disabled groups will ensure the welfare of such groups is considered in project planning and delivery.

Section B – Evidence

Do you have data related to the protected groups of the people impacted by this activity?

Yes

It is possible to get the data in a timely and cost effective way?

Yes

Is there national evidence/data that you can use?

Yes

Have you consulted with stakeholders?

Yes

Who have you involved, consulted and engaged with?

Internal:

KCC Commissioning Team

KCC Legal Team

KCC Finance Team

Active Travel & Safety Team

Highways Asset Managers

Consultation Team

External:

Commercial Operators

Office of Zero Emissions Vehicles

LEVI Support Body

UK Power Networks

District & Borough Councils Neighbouring and other regional authorities
Has there been a previous Equality Analysis (EQIA) in the last 3 years?
No
Do you have evidence that can help you understand the potential impact of your activity?
Yes
Section C – Impact
Who may be impacted by the activity?
Service Users/clients Service users/clients
Staff Staff/Volunteers
Residents/Communities/Citizens Residents/communities/citizens
Are there any positive impacts for all or any of the protected groups as a result of the activity that you are doing?
Yes
Details of Positive Impacts
<p>Levelling up</p> <p>Allowing Kent residents, particularly those without the ability/possibility of home charging to make the switch to electric vehicles. The lack of sufficient local charging solutions is currently a known barrier to EV adoption.</p> <p>Air quality</p> <p>Facilitating EV uptake via provision of a reliable charge point network will help improve local air quality by effectively reducing the amount of fossil fuel vehicles on Kent's roads.</p> <p>Health</p> <p>Improved air quality will have the benefit of improving the health of many of Kent's residents, particularly those with respiratory conditions including children, who are prone to developing respiratory conditions due to negative air quality during lung development. Elderly residents will also benefit as they are also more susceptible to respiratory conditions:</p> <p>Improving air quality may also reduce symptoms of some disabling health conditions as well as improving the health of expectant mothers.</p>
Negative impacts and Mitigating Actions
19.Negative Impacts and Mitigating actions for Age
Are there negative impacts for age?
Yes
Details of negative impacts for Age
<p>New technology may not be as accessible or easy to understand for certain groups.</p> <p>Charge points may be difficult to function for certain groups.</p> <p>Charge points may require users to travel a short distance upon use which may be difficult for certain groups.</p> <p>Charge points may act as an obstruction on the highway, presenting a risk to certain groups.</p>

Mitigating Actions for Age
<p>Guidance will be available to ensure users are aware of how to conduct and pay for charging sessions. This guidance will be available online as well as via the telephone. A 24/7 helpline will be available year-round, for those in urgent need of assistance.</p> <p>Multiple payment methods will be offered, including via the telephone.</p> <p>Charge points will be designed with users of all ages and abilities in mind. This will include socket placement to accommodate users with mobility problems. Charge points will be installed and operated in compliance with national accessibility guidance, specifically PAS 1899:2022 Electric Vehicles – Accessibility Charging – Specification</p> <p>Charge point placement on the highway will adhere to strict technical specification compliance as to not obstruct pedestrians, in particular certain groups classed as vulnerable.</p> <p>Public engagement will allow members of the community to register interest in charge point installation. This will assist project managers in understanding locations in which charge points may be installed as near as possible to those in need, particularly for certain groups.</p> <p>Well-lit and overlooked residential areas will be prioritised for charge point placement to ensure safe operational environments for users.</p>
Responsible Officer for Mitigating Actions – Age
Ben Bolton
20. Negative impacts and Mitigating actions for Disability
Are there negative impacts for Disability?
Yes
Details of Negative Impacts for Disability
<p>Charge points may act as an obstruction on the highway, presenting a risk to certain groups.</p> <p>Charge points may be difficult to function for certain groups.</p>
Mitigating actions for Disability
<p>Charge point placement on the highway will adhere to strict technical specification compliance as to not obstruct pedestrians, in particular certain groups classed as vulnerable.</p> <p>Charge points will be designed with users of all ages and abilities in mind. This will include socket placement to accommodate users with mobility problems. Charge points will be installed and operated in compliance with national accessibility guidance, specifically PAS 1899:2022 Electric Vehicles – Accessibility Charging – Specification</p> <p>Well-lit and overlooked residential areas will be prioritised for charge point placement to ensure safe operational environments for users.</p>
Responsible Officer for Disability
Ben Bolton
21. Negative Impacts and Mitigating actions for Sex
Are there negative impacts for Sex
Yes
Details of negative impacts for Sex
Certain user groups may feel unsafe whilst using the charge points
Mitigating actions for Sex
Well-lit and overlooked residential areas will be priorities for charge point placement to ensure safe

operational environments for users.
Responsible Officer for Sex
Ben Bolton
22. Negative Impacts and Mitigating actions for Gender identity/transgender
Are there negative impacts for Gender identity/transgender
Yes
Negative impacts for Gender identity/transgender
Certain user groups may feel unsafe whilst using the charge points
Mitigating actions for Gender identity/transgender
Well-lit and overlooked residential areas will be prioritised for charge point placement to ensure safe operational environments for users.
Responsible Officer for mitigating actions for Gender identity/transgender
Ben Bolton
23. Negative impacts and Mitigating actions for Race
Are there negative impacts for Race
Yes
Negative impacts for Race
New technology may not be as accessible or easy to understand for certain groups.
Charge points may be difficult to function for certain groups.
Mitigating actions for Race
Guidance will be available to ensure users are aware of how to conduct and pay for charging sessions. This guidance will be available online as well as via the telephone. A 24/7 helpline will be available year-round, for those in urgent need of assistance.
The charge points will have functionality for operation within multiple languages and guidance information will also be available in multiple languages.
Responsible Officer for mitigating actions for Race
Ben Bolton
24. Negative impacts and Mitigating actions for Religion and belief
Are there negative impacts for Religion and belief
Yes
Negative impacts for Religion and belief
Certain user groups may feel unsafe whilst using the charge points
Mitigating actions for Religion and belief
Well-lit and overlooked residential areas will be prioritised for charge point placement to ensure safe operational environments for users.
Responsible Officer for mitigating actions for Religion and Belief
Ben Bolton
25. Negative impacts and Mitigating actions for Sexual Orientation
Are there negative impacts for Sexual Orientation
Yes
Negative impacts for Sexual Orientation
Certain user groups may feel unsafe whilst using the charge points
Mitigating actions for Sexual Orientation
Well-lit and overlooked residential areas will be prioritised for charge point placement to ensure safe operational environments for users.
Responsible Officer for mitigating actions for Sexual Orientation
Ben Bolton
26. Negative impacts and Mitigating actions for Pregnancy and Maternity

Are there negative impacts for Pregnancy and Maternity
Yes
Negative impacts for Pregnancy and Maternity
Certain user groups may feel unsafe whilst using the charge points.
Charge points may require users to travel a short distance upon use which may be difficult for certain groups.
Mitigating actions for Pregnancy and Maternity
Well-lit and overlooked residential areas will be prioritised for charge point placement to ensure safe operational environments for users.
Public engagement will allow members of the community to register interest in charge point installation. This will assist project managers in understanding locations in which charge points may be installed as near as possible to those in need, particularly for certain groups.
Responsible Officer for mitigating actions for Pregnancy and Maternity
Ben Bolton
27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships
Are there negative impacts for Marriage and Civil Partnerships
Yes
Negative impacts for Marriage and Civil Partnerships
Certain user groups may feel unsafe whilst using the charge points.
Mitigating actions for Marriage and Civil Partnerships
Well-lit and overlooked residential areas will be prioritised for charge point placement to ensure safe operational environments for users.
Responsible Officer for Marriage and Civil Partnerships
Ben Bolton
28. Negative impacts and Mitigating actions for Carer's responsibilities
Are there negative impacts for Carer's responsibilities
Yes
Negative impacts for Carer's responsibilities
Certain user groups may feel unsafe whilst using the charge points.
Charge points may require users to travel a short distance upon use which may be difficult for certain groups.
Mitigating actions for Carer's responsibilities
Well-lit and overlooked residential areas will be prioritised for charge point placement to ensure safe operational environments for users.
Public engagement will allow members of the community to register interest in charge point installation. This will assist project managers in understanding locations in which charge points may be installed as near as possible to those in need, particularly for certain groups.
Responsible Officer for Carer's responsibilities
Ben Bolton