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 of 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 engagment 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 Tarvel & Safety Team
Highways Asset Managers
Consultation Team

External:
Comemrcial 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

Levelling up

Allowing Kent residents, particularly those without the ability/possibility of home charging to make the switch to electric vehicles. The lack of suffcient local charging solutions is currently a known barrier to EV adoption.

Air quality

Facilitaing 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.

Health

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:

Improving air quality may also reduce symptoms of some disabling health conditions as well as improving the health of expectant mothers.

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

New technology may not be as accessible or easy to understand for certain groups.

Charge points may be difficult to function for certain groups.

Charge points may require users to travel a short distance upon use which may be difficult for certain groups.

Charge points may act as an obstruction on the highway, presenting a risk to certain groups.

Mitigating Actions for Age
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. Multiple payment methods will be offered, including via the telephone. 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 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. 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. 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 – Age
Ben Bolton
20. Negative impacts and Mitigating actions for Disability
Are there negative impacts for Disability?
Yes
Details of Negative Impacts for Disability
Charge points may act as an obstruction on the highway, presenting a risk to certain groups. Charge points may be difficult to function for certain groups.
Mitigating actions for Disability
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. 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 Well-lit and overlooked residential areas will be prioritised for charge point placement to ensure safe operational environments for users.
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