

## Equality Impact Assessment

**Title:**  
**Zero-Emission Vehicle Charging  
Infrastructure Interim Policy Statement**

Date: 04/07/21

Stage: Final

Lead Officer:  
Emily Brough

### Stage 1: Do you need to complete an Equality Impact Assessment (EIA)?

#### About Equality Impact Assessments

Section 149 of the Equality Act 2010 requires the Council to have due regard to certain things every time it makes a decision. Due regard means having information about the equality impacts of a proposed course of action when a decision is made. Where negative impacts (or likely impacts) have been identified, the Council is required to consider alternative or additional courses of action that mitigate the harmful impacts.

**Yes**

### Stage 2: What do you know?

#### Data Sources

*An EIA should be based upon robust evidence. It is important to use a variety of sources to understand the climate in which you are proposing this change and make sure the assessment is based on solid evidence. Consider using the following sources:*

*There is a [Equality Impact Assessment](#) page on the Council website, which includes links to:*

- [Engaging and Involving](#)
- [Equality and Diversity Policies](#)
- [Data and Information](#) (including key demographic and workforce profiles)
- [Equality Framework for Local Government \(EFLG\)](#)

*If you need **financial data**, you can contact [Financial Management](#) who can provide you with this.*

*Requests for bespoke staffing profiles can be emailed to [HRMIreports@stockport.gov.uk](mailto:HRMIreports@stockport.gov.uk)*

*Useful data on health profiles is also available from the 2015 Joint Strategic Needs Assessment at <http://www.stockportjsna.org.uk/>*

*Questions to consider in relation to the data sources:*

- *Is the data relevant? E.g. the data does not have to be specific to your service area as long as it is relevant.*

- Can you draw upon feedback and data from previous consultation exercises? This might include feedback from focus groups and user feedback.
- Are there any gaps in the data? How will you go about addressing these?

**What does the data tell you? Will the course of action being taken have any impacts for people with “protected characteristics”?**

You should consider and highlight positive and negative differential impacts on these groups. There is no statistical test: this is a judgement call to be informed by the data and your knowledge/experience of the service.

Questions to consider when analysing anticipated impacts for people with any of the “protected characteristics”:

- Consider how different groups will access your service – Are your opening hours suitable for families / older people / full time workers? Is your building accessible?
- Consider how you will communicate the change should go ahead. Will you need to use different languages? Will you need to cater for people with disabilities such as visual or learning impairments?
- If you are not proposing to target a certain population group, will it leave other population needs unmet? State your reasoning – e.g. ring-fenced funding, limited resource, the target group has particular problems which need to be addressed.
- Will the changes you are proposing impact upon other service areas?

**GENERAL INFORMATION**

The move to greener transport is necessary to meeting Stockport, Greater Manchester and Government climate change targets and aims to improve local air quality. There is data to evidence that uptake of electric vehicles is on an upward trajectory in Stockport with the number of registered vehicles increasing by 3015% between 2012 and 2020. Whilst electric vehicles make up only 0.5% of vehicles in Stockport (in 2019), it is anticipated that demand for these vehicles is likely to continue to rise and the interim policy statement seeks to set out how the Council and its partners will take a coordinated approach to delivering the charging infrastructure needed to facilitate this. The interim policy statement relates to a number of existing Council plans including Greater Manchester’s Clean Air Plan, EVCI Interim policy statement, Stockport’s Infrastructure delivery plan and SEMMMS refresh (South East Manchester Multi-Modal Strategy Refresh). This Zero-Emission Charging Infrastructure Interim policy statement discusses and sets out a number of key factors that will be incorporated into support the Council’s transition to a low-carbon transport economy. The main outcome of this interim policy statement is to ensure that Stockport facilitates the transition to Zero-emission vehicles by providing charging points that is readily available for all and provide an inclusive form of infrastructure.

There is very limited data about the propensity of different groups to switch to electric vehicles.

**People of Different Ages.**

Children and Young people under 15 years of age make up 19.5% of the population of Stockport whilst people over 65 make up 20% of the borough’s population. Reducing emissions will have a high positive impact on children and older persons who are generally more prone to respiratory problems.

Further to this, young people whom have just passed their driving test are less likely to own a vehicle due to a variety of reasons including cost. As a result, they are often reliant on other modes of transport that do not necessarily provide direct routes to destination and are

less likely to take up opportunities that are further in distance. The availability of ZEV car clubs ensures that cost is no longer a barrier given the different tariffs available. As a result, ZEVCI and availability will have a positive impact on this age-group.

### **Men/ Woman/ Transgender**

Stockport's population has slightly more women than men with 51% of the population being female.

There has been an increased number of female driving licence holders overtime and while fewer women than men still hold licences the difference continues to decrease.(DVLA and National Travel Survey 2017) This means that, while men are still slightly more affected than women by investments relating to private vehicle use, due to their greater prevalence of driving licences, the difference in this is shrinking.

Transgender population figures are currently not calculated at a national level. However, there is no reason to expect that they would be differentially impacted by the interim policy statement.

### **People with Disabilities**

2011 census data showed that 18.4% of people identified as having impediments to their day to day activities and 5.6% identified as having poor health in Stockport. People with mobility or sight issues face challenges in navigating footways when on-street electric vehicle charging points are in use due to potential blockages. As such, smooth and wide uncluttered footways will have a positive impact on mobility impaired users. The Interim policy statement would support this.

There is also a concern regarding the potential blockages on the footway for those in a wheelchair. Charging points need to be positioned correctly to ensure that they are not a barrier to wheelchair users. The Interim policy statement would support this.

The focus on off-street electric vehicle charging set out in the Interim policy statement is likely to have a less direct impact on this group than taking an on-street approach which could increase street clutter. The Interim policy statement would support this.

It is also worth noting that zero-emission vehicles are quiet and unlike petrol and diesel cars their engine is incredibly quiet. Modern EVs are fitted with noise makers but older models may be difficult to hear. This could make it difficult for those whom have difficulty hearing to identify where charging points are being utilised. Further to this, cables could become trip hazards and be unnoticeable. As a result, it is important that the location of these charging points has been identified following consideration visual and hearing impairments.

All installation will adhere to the Councils planning guidance documents and therefore will ensure the correct measurements and requirements are used so that an inclusive approach is used.

The introduction of charging infrastructure and advanced technology may result in difficulty understanding online platforms such as apps. This therefore needs to be considered and consultation with individuals who have protected characteristics could be conducted to ensure they are represented. There would need to be consideration of this in any procurement process.

### **Religion**

The religious majority in Stockport are Christian with the second most popular religious affiliation being Muslim. We lack equality information about people within different religious groupings and their take up of electric vehicles but there is no reason to expect that they would be differentially impacted by the interim policy statement.

### **BMEG**

Stockport has a low level of ethnic diversity with only 7.9% identifying as this in the ONS - 2011 Census. Of these only 5.9% were born outside the UK and Ireland. The majority of people in BMEG are found in the west and north west of the conurbation. We lack equality information about people within different religious groupings and their take up of electric vehicles but there is no reason to expect that they would be differentially impacted by the interim policy statement.

### **Sexuality**

Stockport does not have detailed information about sexual orientation in the borough. We currently have no reason to believe that people will be differently/adversely affected by the interim policy statement due to specific needs resulting from being of a specific sexual orientation.

### **Socio –Economic Issues**

The population mapping below shows that there is a tendency for the lower economic ACORN populations to be based around the Town Centre and other district centres. This indicates that these areas would be most likely to have lower car ownership due to the issues of affordability. It is likely that this would also apply to electric vehicles and may be exacerbated in more densely populated, urban areas of the borough where opportunities for off-street residential vehicle charging might be less possible both physically as well as financially. The approach set out in the interim policy statement to focus on off-street charging opportunities, and in multi-purpose mobility hubs in the town centre, means that people living in areas without off-street parking will still be able to fairly access electric vehicle charging points. In this regard, the strategic approach is positively responding to the challenges such groups might be more likely to face. The creation of the interim policy statement will also help to increase the availability of charge points across Stockport, which in turn is likely to facilitate the increasing purchase of zero-emission vehicles. As uptake continues, these vehicles are likely to decrease in value and become more widely available for all. The interim policy statement also discusses possibilities for support through workplace and hire services. This therefore reflects the options that are available to the Council and how all groups will be able to benefit from the opportunity that zero-emission vehicles provide.

# Population Profile

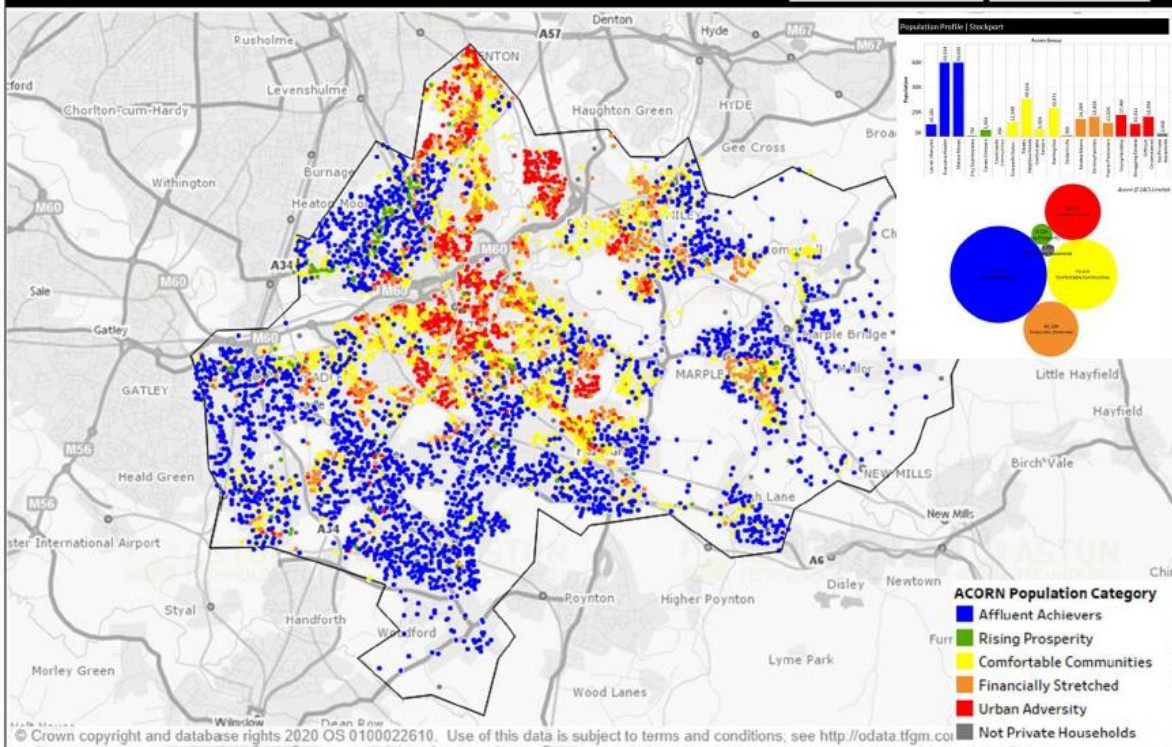
Stockport

Population

293,903

% GM Population

10.4%



## Other factors

In the 2011 Census 20% of the properties in Stockport were flats and 27% of the properties were terraces which could be considered to be less likely to have off road parking for their vehicles, and therefore, be less likely to use off-street residential charging points. There were also 32% of properties being rented, making them less able to make changes to the potential to charge vehicles at the property where space was available.

The approach set out in the interim policy statement to focus on off-street charging opportunities, and in multi-purpose mobility hubs in the town centre, means that people living in areas without off-street parking or the ability to make changes to their property will still be able to fairly access electric vehicle charging points. In this regard, the strategic approach is positively responding to the challenges such groups might be more likely to face.

It is important that during the promotion of ZEVCI, marketing is used that is reflective of all groups. As a result, an inclusive population will be used and reflected in campaigns.

## Stage 2a: Further data and consultation

### **Gaps in information or evidence highlighting a potential differential impact**

*If you feel that the data and past consultation feedback you have is not sufficient to properly consider the impact before a decision is made then you may wish to supplement your evidence base with more data or further consultation. This should be proportionate to the scale of the decision and will depend on the gaps in your current understanding.*

*Once you have identified what gaps exist you can then decide what further sources of information you need in order to fully understand the equality implications of your proposal.*

*If you decide that further public consultation is required, you will need to consider who you will consult with and how you will make your consultation accessible. Advice and guidance on consulting with hard to reach groups is available in the Council's Public Consultation and Engagement toolkit here <http://i.stockport.gov.uk/atoz/consultation/> and from Lisa Wright, Corporate Consultation Manager [lisa.wright@stockport.gov.uk](mailto:lisa.wright@stockport.gov.uk)*

The Interim policy statement needs to be an evolving document and be flexible to respond to technological change in relation to electric vehicle charging infrastructure. Therefore, it is anticipated that the interim policy statement will evolve over time to respond to data and feedback. The Council will continue to monitor data and best practice nationally to identify any unidentified equality implications relating to electric vehicle charging infrastructure.

## Stage 3: Results and Measures

### **Mitigating adverse differential impacts**

*If the results of your assessment (Stage 2) suggested that there would be adverse differential impacts for any of the "protected characteristic" groups, this section should be used to highlight the steps you have taken/ plan to take to mitigate these.*

### **Have you changed anything as a result of completing the EIA?**

*This section will act as a record of the process: you should record any changes you have made and the reasoning behind them. Equally where you have decided not to make a change you should also record the reasoning. It is important to record the process fully as it will strengthen the decision-making and ensure that decisions are transparent and well evidenced and enable them to stand up to scrutiny and challenge.*

### **If you have made changes, how will you know that they are effective?**

*Questions to consider in terms of measuring the success of changes made:*

- *Are you going to monitor how your service is accessed?*
- *Will you seek customer feedback to make sure the changes are successful?*
- *Will you use performance measures to track success over time?*
- *How often will you report your measures and who will you report to?*
- *How often will you look to review the changes and seek to further reduce impact?*

The majority of any potential differential impacts identified are positive, and reflect the needs and challenges faced by certain groups. This will continue to be monitored. The installation of any infrastructure as a result of the interim policy statement will be subject to further consultation as part of the delivery and permitting process.

## Stage 4: Decision Stage

The EIA is a live document and should accompany the decision at all points throughout the process.

The completed EIA form should be included as an appendix to documents for decision to highlight the key equality and diversity issues which ought to be considered as part of the decision.