

### **Equality Impact Assessment (EqIA) form: Initial impact assessment**

If an officer is undertaking a project, policy change or service change, then an initial impact assessment must be completed and attached alongside the Project initiation document.

#### **EqIA Titular information:**

Date:	9 <sup>th</sup> September 2021
Service:	Highways and Transport
Project, policy or service EQIA relates to:	Installation of Electric Vehicle Chargepoints for On-Street Residential and Council-owned Car Parks
Completed by:	Sofia Charalampidou
Has the EQIA been discussed at services team meeting:	No
Signed off by:	Matt Gould
Sign off date:	17 Sept 2021

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#### **1. Policy, Project or service information:**

This section should be used to identify the main purpose of the project, policy or service change, the method of delivery, including who key stakeholders are, main beneficiaries and any associated aims.

<b>What is the purpose of the project, policy change or service change, its expected outcomes and how does it relate to your services corporate plan:</b>
The purpose of the scheme is to provide on-street and car park chargepoints in residential streets where off-street parking is not available. Home charging normally accounts for 80% of an Electric Vehicle (EV) owner's charging due to convenience and price, so not having access to this is a major barrier to the EV roll-out. In Wokingham it is estimated that around 27% of residential buildings have little to no access to off-street parking. This translates to approximately 12,160 households needing on-street residential facilities if they wish to charge a vehicle whilst at home. The role of the council is crucial in encouraging the adoption of EVs and ensuring that lack of off-street parking is not a barrier to realizing the benefits of owning an electric vehicle. The project would be in line with the vision of the Corporate Delivery Plan to Keep the Borough moving and enjoy a Clean and Green

Borough now and for future generations to come. The implementation of the project would have a significant potential for abatement of carbon dioxide emissions (CO<sub>2</sub>) with the carbon savings being estimated at 7,681 tCO<sub>2</sub>e annually.

**Outline how you are delivering your project, policy change or service change. What governance arrangements are in place, which internal stakeholders (Service managers, Assistant Directors, Members ect) have/will be consulted and informed about the project or changes:**

Wokingham Borough Council intends to apply for funding this financial year to the on-street residential chargepoint scheme which is provided from the Office for Zero Emission Vehicles (OZEV). This funding is available to local authorities covering 75% of the capital costs of procuring and installing the chargepoints and the associated dedicated parking bays. The project will be delivered following a competitive tender with the successful supplier being responsible for the installation and maintenance of the chargepoints. The council will purchase and operate the chargepoints ensuring flexibility in adjustments to charging fees, installation/uninstallation of equipment and incentives to users.

EV Working Group is convening on a regular basis discussing progress and mitigations to any challenges raised. The responsible officers for the project are also liaising with the Energy Saving Trust who are administering the on-street residential chargepoint scheme on behalf of OZEV to ensure the procedures are running smoothly enabling a successful bidding application. Assistant directors and service managers of the related departments (Highway and Transport, Strategy and Commissioning Places and Strategic and Commercial Assets) have been informed and consulted.

**Outline who are the main beneficiaries of the Project, policy change or service change?**

The main beneficiaries of the project are the residents of Wokingham Borough. The implementation of the scheme will provide equal opportunities for charging between residents who lack off-street parking and those who are able to install private chargepoints at their driveways/garages. According to the finding of an EV survey conducted by Wokingham Borough Council earlier in the year, 83% of the respondents (overall 260 respondents participated in the survey) expressed their preference for charging their EVs most of the time at home where they park overnight. Thereby for those residents that lack of off-street parking having convenient and affordable local public charging will be crucial to EV take-up. Local authorities have a key gatekeeper role to play in planning and facilitating chargepoints in residential areas meeting the needs of the EV users.

**Outline any associated aims attached to the project, policy change or service change:**

EVs have a key role to play in reducing greenhouse gases, improving air quality and tackling climate change. To enable a smooth transition from petrol and diesel cars to electric vehicles it is essential that there is a comprehensive and competitive EV charging network in place, one that people can trust and they are confident using.

Main aim of the scheme is to provide on-street and car park chargepoints in residential streets where off-street parking is not available. The scheme will enable equal opportunities for charging between residents who lack off street parking and those with access to private garages and driveways. The proposal has been brought forward to support the climate emergency pledge and make Wokingham carbon neutral by 2030. In addition to promote Wokingham as a sustainable town encouraging clean and green travel modes and to provide a great place to live, learn, work and do business.

## 2. Protected characteristics:

There are 9 protected characteristics as defined by the legislation:

- Race
- Gender
- Disability
- Gender re-assignment
- Age
- Religious belief
- Sexual orientation
- Pregnancy/Maternity
- Marriage and civil partnership:

*To find out more about the protected groups, please consult the EQIA guidance.*

## 3. Initial Impact review:

In the table below, please indicate whether your project, Policy change or service change will have a positive or negative impact on one of the protected characteristics. To assess the level of impact, please assign each group a Positive, No, Low or High impact score:

*For information on how to define No, low or high impact, please consult the EQIA guidance document.*

If your project is to have a positive impact on one of the protected groups, please outline this in the table below.

*For details on what constitutes a positive impact, please consult the EQIA guidance.*

<b>Protected characteristics</b>	<b>Impact score</b>	<b>Please detail what impact will be felt by the protected group:</b>
Race:	No	There is no direct impact on that group.
Gender:	No	There is no direct impact on that group.
Disabilities:	Positive	Procurement of infrastructure which facilitates accessibility for disabled drivers.
Age:	No	There is no direct impact on that group.
Sexual orientation:	No	There is no direct impact on that group.
Religion/belief:	No	There is no direct impact on that group.
Gender re-assignment:	No	There is no direct impact on that group.
Pregnancy and Maternity:	No	There is no direct impact on that group.
Marriage and civil partnership:	No	There is no direct impact on that group.

Based on your findings from your initial impact assessment, you must complete a full impact assessment for any groups you have identified as having a low of high negative impact. If No impact, or a positive impact has been identified, you do not need to complete a full assessment. However, you must report on this initial assessment and it must receive formal approval from the Assistant Director responsible for the project, policy or service change.

Initial impact assessment approved by Matt Gould

Date: 17 Sept 2021