

**Appendix 10b: Equality Analysis (EA) Record Form**

Formerly Equality Impact Assessment



**November 2022**

Department: Assistant Chief Executive

Team or Service Area Leading Assessment: Strategy and Climate Team

Title of Policy/ Service or Function: Electric Vehicle Charging Strategy

Lead Officer: Scott Butterfield, Strategy and Climate Lead

**STEP 1 - IDENTIFYING THE PURPOSE OR AIMS**

1. What type of policy, service or function is this?

Changing/ updated ✓

2. What is the aim and purpose of the policy, service or function?

Blackpool EV Strategy is a five year (2023-2028) strategy for town outlining delivery of EV charging points in line with the public needs.

The uptake of EV vehicles is expected to grow in Blackpool due to the Government announcement that the sale of new petrol and diesel cars and Light Goods Vehicles (LGVs) would be phased out by 2030, and the sale of new hybrids by 2035. The town is currently lacking a number of reliable chargepoints, as data suggests, and is not ready for the EV transition. Evidence suggests that lack of chargepoints can impact on takeup of Electric Vehicles, which directly contribute to a reduction in carbon emissions compared to non-electric cars, and could potentially lead to a long term reduction in the number of visitors to Blackpool.

3. Please outline any proposals being considered.

The EV Strategy aims to prepare Blackpool for EV transition in the next five years by forecasting a number of needed chargepoints, identifying key partners and a model of EV infrastructure delivery.

Blackpool Council identified four main priorities within the EV Strategy:

1. Support and enable delivery of charge points on Council owned land
2. Leverage funding and financing from the public and private sector to maximise charge point delivery
3. Influence planning to work closely with developers of planned large developments to commit to delivery of charging points on sites
4. Raise awareness about the EV transition and secure buy-in from key stakeholders to support charge point delivery

4. What outcomes do we want to achieve?

The EV strategy of delivering EV charging infrastructure in Blackpool focused on both Priority 1 'The Economy' and Priority 2 'Resilient Communities'.

Economic benefit - the strategy ensures that infrastructure in Blackpool is in line with the rest of the country in transitioning to EV transport, ensuring that residents, businesses and tourists are not negatively impacted by the lack of the infrastructure.

Community Resilience – the strategy supports the net zero agenda and transition to no emission transport which protect the environment and society against hazards associated with climate change (e.g. flood, extreme weather events, heatwaves). Inclusive provision of chargepoints ensures that EV rollout is not biased against poorer residents through provision of on-street parking available to residents without access to off-street parking.

5. Who is the policy, service or function intended to help/ benefit?

The strategy is aimed to benefit residents, businesses and tourists in need of an access to EV charging points currently and in the future, with a particular focus on making it easier for people without off-street parking to access chargers should they choose to move to an electric vehicle. The strategy is to ensure that economic opportunities are not negatively affected by the lack of infrastructure.

6. Who are the main stakeholders/ customers/ communities of interest?

- Residents
- Visitors
- Businesses reliant on EV charging, or customers having access to EV chargers

7. Does the policy, service or function have any existing aims in relation to Equality/ Diversity or community cohesion?

No

**STEP 2 - CONSIDERING EXISTING INFORMATION AND WHAT THIS TELLS YOU**

8. Please summarise the main data/ research and performance management information in the box below.

***Data/ information***

**General Population Data**  
Blackpool has a resident population of 138,381, some 37,372 (27%) of which are aged 60 and over. There are 57,775 registered cars in Blackpool, with a relatively

low car and van ownership rate (based on Census data). Blackpool is a dense urban area with high levels of deprivation, workless households, and poor health in the resident population.

### **Deprivation and Income**

Blackpool has been identified as the most deprived local authority area in England in terms of average deprivation scores. 39 (41.5%) of the 94 LSOAs in the local authority rank in the most deprived nationally. Over 20% of the adult population in Blackpool are struggling to pay monthly bills.

The top 20% of earners make up more than half of EV owners, while only 4% of owners are in the lowest two income brackets. Low income is a barrier in having access to electric car ownership. The deprivation in Blackpool will have an effect on EV uptake in Blackpool.

### **EV ownership and forecast**

EV uptake in Blackpool has been slow so far. In 2021 there were only 396 recorded private and company registered Ultra Low Emission Vehicles with only 0.6% of all private vehicles in Blackpool being battery electric vehicles or plug-in hybrids. Forecasts predict a considerable increase in EV ownership in Blackpool, albeit that this may be affected by the current high inflation rate and cost of living crisis.

### **On-street parking**

Around 65% of Blackpool's residents are estimated to not have access to off-street parking and park their cars on-street. As EV uptake grows in Blackpool these residents will be in need of on-street residential charging options (e.g. lamp post chargers; neighbourhood hubs). One of the priorities of EV Strategy is delivering charging solutions for 'on-street' residents preventing them from not being able to access EV technology due to lack of infrastructure.

### **Visitors**

Anecdotal evidence suggests that visitors are occasionally struggling to access suitable chargers, potentially impacting on the visitor economy.

### **Race and Ethnicity**

93.6 % of Blackpool residents identify as White which is significantly higher than across England and Wales - 80.5%. 6.4% identifies as Black or as other minority ethnic group, in contrast compared with the estimated population for England and Wales of 19.5%.

In 2021, 82% of EV drivers in the UK identified as white, 5% as Black, African, Caribbean and Black British, 4% as Asian, 3% as Mixed-Raced. These numbers are similar to the national ratio, however could suggest lower uptake in Asian ethnic groups.

Large proportion of EV drivers live in London, where racial diversity is higher. This could mean that ethnic minorities outside of London have lower uptake of electric cars.

### **Health and Disability**

The average health of Blackpool residents is worse than the rest of the country. 25.6% of people in Blackpool reported a long-term health problem or disability at the last Census. Inaccessible charging can be a barrier in EV ownership, with the

publication of a new standard (BS1899) aimed at addressing this.

**Gender and Transgender**

50.3% of Blackpool’s population are estimated to be female and 49.7% are male.

In 2017, 69% of adults identifying as female and 76% of adults identifying as male owned a car in the UK, however of all EV owners only 23% identify as female while 76% identify as male.

**Age**

20.5% of Blackpool residents are over the age of 65, in contrast to 18.5% of the UK population being 65 and above.

44% of all EV drivers are over the age of 55, by contrast only 6% of all EV drivers are below the age of 25.

**Sexual Orientation**

There are no statistics on EV drivers/EV chargers and sexual orientation.

***Research or comparative information***

See detailed research prepared as part of the development of the strategy.

***Key findings of consultation and feedback***

Feedback from the EV strategy consultation was not available at the time when this report was written, it will be available after 12 December 2022.

9. What are the impacts or effects for Key Protected Characteristics?

***General***

This strategy will have a positive impact on all residents of Blackpool due to the mitigating effect of this strategy to climate change which has a potential of negatively impacting all, but in particular more vulnerable groups. Climate change will increase the chance of flooding, heatwaves and extreme weather events. Groups like elderly, children, and people with lower incomes are less resilient to these effects. This strategy has a potential of tackling air pollution which also mostly impacts vulnerable groups. Pregnant people, elderly and children can be particularly vulnerable due to adverse effects of birth outcomes, underlying health conditions and susceptibility of children due to development.

***Age***

No overall negative impacts of the EV Strategy have been identified associated with age. The strategy does have the potential to have a positive impact on young people, as currently there is a low uptake of EVs in young adults, which could be explained partly by a lack of access to off-street parking and charging. Older people can also benefit, as the infrastructure will be made fair, accessible and prioritising safety which will improve ease of use of charging points.

***Disability***

The EV strategy specifically highlights “accessibility” as a key goal, both in terms of charger availability and in terms of the ability of users with physical disabilities to

access and use equipment.

It has been noted that the roll out of the EV infrastructure can positively impact the disabled population in Blackpool if charging points are fully accessible. Council is reviewing the recently published national guidance on the specification of accessible EV charging points and will commit to provide accessible EV infrastructure wherever possible (e.g. charging points at the correct height, no obstructions or kerbs around the point).

***Gender Reassignment***

No overall negative impact of the EV strategy have been identified associated with gender reassignment. It is recognised that people undergoing gender reassignment may be more vulnerable to violence and hate crime, council needs to ensure that charging points are well-lit, safe and monitored.

***Marriage and Civil partnership***

No overall negative impacts have been identified associated with marriage and civil partnership.

***Pregnancy and Maternity***

No overall negative impact of the EV Strategy have been identified associated with Pregnancy and Maternity.

It is recognised that heavily pregnant people could find operating charging points more challenging, due to e.g. cable weight, or poor design of the connector grip. Council is reviewing the recently published national guidance on the specification of accessible EV charging points and is committed to provide the accessible EV infrastructure which can positively support pregnant people.

***Race***

No overall negative impacts of the EV Strategy have been identified associated with race.

People from ethnic minority backgrounds are more likely to experience low incomes and not have access to off-street parking. It is anticipated that the second hand EV market will develop in the near future, so EVs will become more available. The EV Strategy is aiming to make the charging infrastructure more accessible to all.

It is recognised that command of English may differ in different groups of residents, so that the instructions should be simple and clear, provided possibly in range of languages. This is also a part of the national standard of accessible charging points that the council is reviewing.

***Religion and Belief***

No overall negative impact has been identified associated with religion or belief.

***Sex***

Campaign groups have highlighted the issue of personal safety for lone female drivers using chargers at night. The council needs to ensure that charging points are in areas with high levels of footfall at all times of day wherever possible, well-lit, safe and monitored. Women make up less than ¼ of all EV owners and it is recognised that safety concerns and accessibility, as well as, the pay gap could be among the reasons for the low uptake of EVs. Fair, affordable, safe and widely available EV infrastructure in Blackpool could help to close the EV ownership gender gap and have a positive impact.

**Sexual Orientation**

No overall negative impacts of the EV Strategy have been identified associated with sexual orientation. It is recognised that LGBTQ+ people may be more vulnerable to violence and hate crime, meaning the council needs to ensure that charging points are safe and monitored.

10. What do you know about how the proposals could affect community cohesion?

Blackpool Council having influence in the roll-out of the EV infrastructure can ensure that the infrastructure is delivered in the just way and does not omit a group of people e.g. ensure accessibility of points to residents with disabilities.

11. What do you know about how the proposals could impact on levels of socio –economic inequality, in particular Poverty?

The EV strategy makes it a priority to provide charging points to residents not having access to off-street parking. These are likely to be residents with lower incomes. Council is also dedicated to offering affordable and fair charging, which makes owning an electric vehicle more accessible to a wider range of groups. Although initial costs of owning an EV can be high, the running costs are normally more affordable, e.g. leasing an EV is more cost effective in contrast to the petrol car. As future second-hand EV market develops, EV ownership is likely to be more affordable to a range of households.

**STEP 3 - ANALYSING THE IMPACT**

12. Is there any evidence of higher or lower take-up by any group or community, and if so, how is this explained?

- EVs are currently owned mainly by residents in the higher income group, they are more likely to be using the EV infrastructure
- There is a high disproportion in people identifying as male driving over ¾ of the EVs nationally and low intake in young people (only 6% of EV drivers are under 25 years old)

13. Do any rules or requirements prevent any groups or communities from using or accessing the service?

No

14. Does the way a service is delivered/ or the policy create any additional barriers for any groups of disabled people?

No – the strategy is aiming to increase accessibility. Operational delivery of accessible chargepoints may be impeded by available space. The current level of EV

takeup, and the need for an economic model for chargepoint operators, means that the council is not in a position to provider chargers for the sole use of drivers with disabilities, although this could be explored in the longer term.

15. Are any of these limitations or differences “substantial” and likely to amount to unlawful discrimination?

N/A

#### **STEP 4 - DEALING WITH ADVERSE OR UNLAWFUL IMPACT**

16. What can be done to improve the policy, service, function or any proposals in order to reduce or remove any adverse impact or effects identified?

No adverse impact has been identified for the proposed strategy. However, in order to deliver the aims of the strategy there will need to be assistance from stakeholders and potentially funding bids for associated activities. Consideration will need to be given to the installation of charging bays in compliance with BS1899.

17. What would be needed to be able to do this? Are the resources likely to be available?

Unknown at the current time what additional resources requirements may be needed.

18. What other support or changes would be necessary to carry out these actions?

Not applicable

#### **STEP 5 - CONSULTING THOSE AFFECTED FOR THEIR VIEWS**

19. What feedback or responses have you received to the findings and possible courses of action? Please give details below.

See attached appendix

20. If you have not been able to carry out any consultation, please indicate below how you intend to test out your findings and recommended actions.

N/A

## **STEP 6- ACTION PLANNING**

As the strategy relies on the customer service arrangements of individual partners and services, no additional actions have been identified on top of existing approaches to address equalities issues.

## **STEP 7 - ARRANGEMENTS FOR MONITORING AND REVIEW**

To be reviewed in line with the governance arrangements detailed in the strategy action plan

Date completed and reviewed: 3<sup>rd</sup> Jan 2023

Signed: Scott Butterfield

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