

## PART A Introductory Information

Proposal name

### Brief aim(s) of the proposal and the outcome(s) you want to achieve

This proposal follows on from action contained within the Transport and Regeneration Committee report, *Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan, 21<sup>st</sup> September 2022*, to develop a procurement proposal for a commercial partner(s) to work with Sheffield City Council to deliver EV charging infrastructure through a concession agreement.

Under the proposal:

- An external provider would be appointed to support SCC in developing strategic funding bids to support the development of a commercially sustainable electric vehicle charging network
- The external provider would carry out site selection and feasibility, as appropriate, invest in, own and be responsible for public electric vehicle charging points (including operation and maintenance) rolled out under the contract
- Ownership of the underground infrastructure, where appropriate, would return to SCC at the end of the contract

The proposal provides opportunity to support the development of a more commercially sustainable network of public electric vehicle chargepoints for residents, businesses and visitors to the City; and

- A significant reduction in financial risk to the Council in delivering electric vehicle charging infrastructure
- The ability to bring in private investment to match government funding and further expand the available network whilst reducing reliance on public funding
- The ability to access private sector skills, expertise and knowledge to support the development of a commercially sustainable electric vehicle charging network

### Proposal type

Budget       Non Budget

### If Budget, is it Entered on Q Tier?

Yes       No

If yes what is the Q Tier reference

### Year of proposal (s)

21/22     22/23     23/24     24/25     other

### Decision Type

- Coop Exec
- Committee - Transport, Regeneration and Climate
- Leader
- Individual Coop Exec Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g., Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

### Lead Committee Member

Cllr Julie Grocutt (Co-Chair) & Cllr Mazher Iqbal (Co-Chair)

### Lead Director for Proposal

William Stewart

### Person filling in this EIA form

Jenny Wood

### EIA start date

31/01/2023

### Equality Lead Officer

- |  |  |
|--|--|
| <input type="radio"/> Adele Robinson     | <input checked="" type="radio"/> Ed Sexton |
| <input type="radio"/> Annemarie Johnston | <input type="radio"/> Louise Nunn          |
| <input type="radio"/> Bashir Khan        | <input type="radio"/> Beverley Law         |

### Lead Equality Objective ([see for detail](#))

- |   |   |   |   |
|---|---|---|---|
| <input type="radio"/> Understanding Communities | <input type="radio"/> Workforce Diversity | <input type="radio"/> Leading the city in celebrating & promoting inclusion | <input checked="" type="radio"/> Break the cycle and improve life chances |
|---|---|---|---|

## Portfolio, Service and Team

### Is this Cross-Portfolio

- Yes       No

### Portfolio/s

City Futures

### Is the EIA joint with another organisation (e.g. NHS)?

- Yes       No      Please specify

## Consultation

**Is consultation required? (Read the guidance in relation to this area)**

- Yes  No

**If consultation is not required, please state why**

The proposal is informed by research carried out for Sheffield City Council in 2021 by the Centre for Behavioural Science and Applied Psychology, Sheffield Hallam University. Developments resulting from this procurement will be consulted on as appropriate.

**If consultation has already been carried out, please provide details of the results with equalities analysis**

**Are Staff who may be affected by these proposals aware of them?**

N/a

- Yes  No

**Are Customers who may be affected by these proposals aware of them?**

N/a

- Yes  No

**If you have said no to either please say why**

## Initial Impact

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation
- advance equality of opportunity
- foster good relations

For a range of people who share protected characteristics, more information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

## Identify Impacts

**Identify which characteristic the proposal has an impact on tick all that apply**

<input checked="" type="radio"/> Health	<input type="radio"/> Transgender
<input checked="" type="radio"/> Age	<input type="radio"/> Carers
<input checked="" type="radio"/> Disability	<input type="radio"/> Voluntary/Community & Faith Sectors
<input type="radio"/> Pregnancy/Maternity	<input type="radio"/> Cohesion
<input checked="" type="radio"/> Race	<input type="radio"/> Partners
<input type="radio"/> Religion/Belief	<input checked="" type="radio"/> Poverty & Financial Inclusion
<input type="radio"/> Sex	<input type="radio"/> Armed Forces
<input type="radio"/> Sexual Orientation	<input type="radio"/> Other

## Cumulative Impact

**Does the Proposal have a cumulative impact?**

Yes  No

<input checked="" type="radio"/> Year on Year	<input type="radio"/> Across a Community of Identity/Interest
<input type="radio"/> Geographical Area	<input type="radio"/> Other

*If yes, details of impact*

Climate Change - Supports activity to progress the 10 point Climate Action plan and the introduction of the Clean Air Zone.

**Local Area Committee Area(s) impacted**

All  Specific

*If Specific, name of Local Committee Area(s) impacted*

## Initial Impact Overview

**Based on the information about the proposal what will the overall equality impact?**

Overall there should be a positive impact from this proposal, in particular for disabled people and poverty & financial inclusion.

Developments resulting from the procurement will be consulted, or go through individual approvals for implementation, including completing Equality Impacts Assessments (or updating other EIAs), as appropriate.

**Is a Full impact Assessment required at this stage?**  Yes  No

**If the impact is more than minor, in that it will impact on a particular protected characteristic you must complete a full impact assessment below.**

## Part B

### Full Impact Assessment

#### Health

**Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?**

Yes      No     *if Yes, complete section below*

#### Staff

Yes      No

#### Customers

Yes      No

#### Details of impact

Note: Air pollution contributes to 500 deaths a year in Sheffield, causing strokes, lung cancer and cardiovascular disease. The biggest cause of this pollution is transport, especially diesel vehicles. SCC is currently proposing the introduction of a 'category C' Clean Air Zone, which a switch to electric vehicles would support.

#### Comprehensive Health Impact Assessment being completed

Yes      No

*Please attach health impact assessment as a supporting document below.*

*An EIA REF: 803 was undertaken for the Clean Air Plan Final Full Business Case as well as health impact assessment / screening.*

#### Public Health Leads has signed off the health impact(s) of this EIA

Yes      No

Name of Health Lead Officer

#### Age

#### Impact on Staff

Yes      No

#### Impact on Customers

Yes      No

#### Details of impact

The location and cost of charging points are related factors to this proposal that are likely to have an impact on people on grounds of age – for example, for older people or for working-age people. This will need factoring into arrangements with the external provider.

## Disability

### Impact on Staff

Yes       No

### Impact on Customers

Yes       No

#### Details of impact

22,500 blue badges were held by people in Sheffield in 2013 (DfT 2013).

The programme of publicly available chargers / future charging hubs will be available to all to use and will seek to comply with **PAS 1899:2022** a new specification on accessible public chargepoints for electric powered vehicles. It covers the design and placement of chargepoints, including the location spacing and surrounding environment, as well as the information, signals and indicators to be provided. The provision and management of accessible spaces will be included in roll out as appropriate.

The Motability Scheme helps disabled people get mobile by exchanging their mobility allowance to lease a car, scooter, powered wheelchair or Wheelchair Accessible Vehicle. Electric and hybrid vehicles are available through the scheme. Where off-street parking is not available, or it's not possible to fit a home charge point, users need to be able to access a network of public charging points for easy charging ([Are there any electric vehicles on the Motability Scheme? | Motability Scheme](#)). With the end of sale of new petrol and diesel cars and vans by 2030 those using lease schemes such as this are likely to move to full electric more quickly than the general fleet and as such require the expansion of the network to be accelerated.

SCC intends to bid for future funding to support the roll out of residential charging based around a local charging hub model<sup>1</sup> prioritising areas where there is greatest demand / future need. This does not exclude the potential for more individual solutions for disabled residents which will continue to be investigated.

In addition, pedestrians are top of the road user hierarchy in the amended Highway Code, and Inclusive Mobility guidelines<sup>2</sup> require that the needs of all disabled people are considered from the outset.

In line with the government's new national strategy residential charging hubs will be incorporated into existing parking bays (or street furniture if this becomes feasible in the future)<sup>3</sup>. Where facilities for local charging hubs are provided on highway, locations away from direct frontages are preferred with build outs off the footway in order to minimise impact on residents and other users.

Where a build out into the carriageway is not feasible a minimum footway width in line within the Inclusive Mobility Guidelines<sup>4</sup> must be maintained.

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<sup>1</sup> A local charging hub will consist of a, or a number of, public EV charging units located to serve nearby residents. This could be on highway, in local a car park or other local site. Hubs will be incorporated into existing parking bays (or street furniture if feasible) wherever possible. Where facilities for local charging hubs are provided on highway, locations away from direct frontages are preferred with build outs off the footway. This is to minimise the impact on residents and other users. Where a build out into the carriageway is not feasible a minimum footway width in line within the Inclusive Mobility Guidelines must be maintained. Innovative on street home charging solutions will continue to be investigated and may be used in addition to the local hub model where feasible.

See *Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan, Report to TRC Committee, 21<sup>st</sup> September 2022*

<sup>2</sup> [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

<sup>3</sup> Supported by governments national strategy which notes that:

Chargepoints should not obstruct pavements or highways or present a safety risk to pedestrians.

Chargepoints must be incorporated into existing street furniture or parking bays wherever possible. In circumstances where it is not possible, priority must be given to ensuring that access to, and use of, pavements is not impeded and safety of pedestrians is not jeopardised.

<sup>4</sup> [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

## Race

### Impact on Staff

Yes  No

### Impact on Customers

Yes  No

### Details of impact

There are 11,163 households in Sheffield where no household members have English as their main language (4.8%)<sup>5</sup>.

Information should be available to be provided in multiple languages to ensure access. The appendix shows main languages spoken in Sheffield from the 2021 Census. The top 12 from the list in order are:

- English
- Arabic
- Urdu
- Chinese
- Slovak
- Polish
- Romanian
- Panjabi
- Kurdish
- Somali
- Bengali (with Sylheti and Chatgaya)
- Persian or Farsi

## Poverty & Financial Inclusion

### Impact on Staff

Yes  No

### Impact on Customers

Yes  No

### Details of impact

Charging an electric vehicle at public electric vehicle charging facilities is usually more expensive than for those who can charge from home. This is linked to the costs associated with installing, maintaining, and operating the facilities as well as differences in VAT. Tariffs vary depending on the charge point operator, type of charging and energy price fluctuations amongst other things.

Government recently ended the plug in grant for cars to concentrate funding on a) expanding the public charging network (seen as one of the main barriers to EV ownership) and b) electric taxis, vans, trucks, motorcycles and wheelchair accessible vehicles (where the switch to electric requires further development). The DfT note that the scheme has succeeded in creating a mature market for ultra-low emission vehicles, helping to increase the sales of fully electric cars from less than 1,000 in 2011 to almost 100,000 in the first 5 months of 2022 alone.

Government expect that EV drivers can expect to see a surge in cheaper, more reliable and quicker public chargepoints, as the government delivers its commitment to install 10 times more on-street chargers by 2030 ([Plug-in grant for cars to end as focus moves to improving electric vehicle charging - GOV.UK \(www.gov.uk\)](#)).

The Council is likely to no longer have full control over the setting of EV charger tariffs at its chargers under a concession contract.

Whilst this it is not possible to address the higher price of electricity at public charge points through this procurement the Council should look to ensure that residents have access to market competitive tariffs so that those without access to off street parking have the option of electric car ownership supported by a commercially sustainable network. In addition, innovative on street home charging solutions will continue to be investigated and may be used in addition to the local hub model where feasible.

## Action Plan and Supporting Evidence

**What actions will you take to mitigate any equality impacts identified? Please include an Action Plan with timescales**

Actions include:

- Include quality questions around complying with **PAS 1899:2022**
- Include quality questions around provision and management of disabled spaces
- In parallel continue to investigate the potential for more individual solutions for disabled residents and work with disability interest groups whilst developing strategy to be implemented through the contract
- Include quality questions around provision of information in alternative languages
- Carry out market testing to understand the best approach to ensuring residents have access to market competitive tariffs
- Continue to investigate the potential for on-street home charging solutions
- Through this procurement, look to ensure that residents have access to market competitive tariffs

Development implemented through this procurement will develop specific EIAs, or update existing ones, as appropriate, to be approved as part of their approvals process.

**Supporting Evidence** (Please detail all your evidence used to support the EIA)

[Disabled People Community.pdf \(sheffield.gov.uk\)](#)

[Are there any electric vehicles on the Motability Scheme? | Motability Scheme](#)

[Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

[Plug-in grant for cars to end as focus moves to improving electric vehicle charging - GOV.UK \(www.gov.uk\)](#)

[UK electric vehicle infrastructure strategy - GOV.UK \(www.gov.uk\)](#)

[Local Insight \(communityinsight.org\)](#)



### Detail any changes made as a result of the EIA

Ensured the inclusion of actions and considerations listed above in the committee report  
Identified an up-to-date list of the most commonly-spoken first languages in Sheffield

Following mitigation is there still significant risk of impact on a protected characteristic.  Yes  No

If yes, the EIA will need corporate escalation? Please explain below

### Sign Off – Part B (EIA Lead to complete)

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

Yes  No

Date agreed

Name of EIA lead officer

Review Date

## Appendix

Main Language spoken in Sheffield (2021 Census)	Total	%
English (English or Welsh in Wales)	491478	91.2%
Arabic	6055	1.1%
South Asian language: Urdu	3747	0.7%
East Asian language: All other Chinese	3731	0.7%
Other European language (EU): Slovak	3140	0.6%
Other European language (EU): Polish	3045	0.6%
Other European language (EU): Romanian	2082	0.4%
South Asian language: Panjabi	1732	0.3%
West or Central Asian language: Kurdish	1444	0.3%
African language: Somali	1384	0.3%
South Asian language: Bengali (with Sylheti and Chatgaya)	1327	0.2%
West or Central Asian language: Persian or Farsi	1296	0.2%
Spanish	1211	0.2%
Portuguese	995	0.2%
Other European language (EU): Italian	920	0.2%
African language: Tigrinya	862	0.2%
Other European language (EU): Greek	820	0.2%
West or Central Asian language: Pashto	769	0.1%
East Asian language: Cantonese Chinese	730	0.1%
Other European language (EU): Hungarian	714	0.1%
French	673	0.1%
East Asian language: Mandarin Chinese	660	0.1%
Turkish	650	0.1%
South Asian language: Malayalam	600	0.1%
Other European language (non EU)	518	0.1%
Other European language (non EU): Albanian	433	0.1%
Other European language (EU): Bulgarian	430	0.1%
African language: Any other African language	416	0.1%
Russian	411	0.1%
South Asian language: Tamil	399	0.1%
Other European language (EU): Lithuanian	375	0.1%
South Asian language: Pakistani Pahari (with Mirpuri and Potwari)	341	0.1%
Other European language (EU): Czech	335	0.1%
South Asian language: Telugu	293	0.1%
African language: Swahili or Kiswahili	289	0.1%
South Asian language: Any other South Asian language	284	0.1%
East Asian language: Any other East Asian language	275	0.1%
South Asian language: Hindi	273	0.1%
African language: Amharic	273	0.1%
Other European language (EU): German	265	0.0%
East Asian language: Malay	249	0.0%
Sign language: British Sign Language	227	0.0%
Other European language (EU): Latvian	199	0.0%
East Asian language: Tagalog or Filipino	198	0.0%
African language: Shona	189	0.0%
East Asian language: Thai	186	0.0%
East Asian language: Vietnamese	170	0.0%
South Asian language: Nepalese	157	0.0%

<b>Main Language spoken in Sheffield (2021 Census)</b>	<b>Total</b>	<b>%</b>
Other European language (EU): Dutch	156	0.0%
South Asian language: Gujarati	142	0.0%
South Asian language: Marathi	128	0.0%
East Asian language: Korean	118	0.0%
African language: Igbo	103	0.0%
East Asian language: Japanese	99	0.0%
African language: Yoruba	97	0.0%
South Asian language: Sinhala	92	0.0%
African language: Any other West African language	92	0.0%
West or Central Asian language: Any other West or Central Asian language	88	0.0%
Other European language (EU and non-EU)	78	0.0%
Other European language (EU and non-EU): Bosnian, Croatian, Serbian, and Montenegrin	78	0.0%
African language: Akan	74	0.0%
African language: Any other Nigerian language	70	0.0%
Other language	67	0.0%
Other European language (EU): Slovenian	63	0.0%
Other European language (EU): Any other European language (EU)	58	0.0%
Other European language (EU): Swedish	54	0.0%
Other European language (non EU): Northern European language (non EU)	54	0.0%
African language: Lingala	53	0.0%
Sign language: Any sign communication system	41	0.0%
Other European language (EU): Estonian	40	0.0%
Other European language (EU): Danish	33	0.0%
Other European language (non EU): Ukrainian	30	0.0%
Other European language (EU): Finnish	29	0.0%
African language: Luganda	23	0.0%
African language: Afrikaans	18	0.0%
Sign language: Any other sign language	15	0.0%
West or Central Asian language: Hebrew	14	0.0%
African language: Krio	14	0.0%
Other European language (EU): Maltese	13	0.0%
Caribbean Creole: Any other Caribbean Creole	8	0.0%
Other European language (non-national)	5	0.0%
Other European language (non-national): Any Romani language	5	0.0%
Oceanic or Australian language	5	0.0%
Caribbean Creole: English-based Caribbean Creole	3	0.0%
Any other Eastern European language (non EU)	1	0.0%
Other European language (non-national): Yiddish	0	0.0%
North or South American language	0	0.0%
Total: All usual residents aged 3 years and over	538808	100.0%

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