

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Electric Vehicle (EV) Charge Point Network Development
Directorate	Economy
Service Area	Economy - Transport And Connectivity
Type	New/Proposed Function
EA Summary	This Equalities Assessment reviews the request for Cabinet to accept the recommendation to receive grant funding from the Office of Low Emission Vehicles (OLEV); and procure an EV network development partner to install 197 Electric Vehicle (EV) rapid + fast charge points for taxis, with two taxi charge point hubs at the Birmingham New Street / Ellis St car park and Tyseley Energy Park (TEP). The EA also reviews the recommendation for the Cabinet to accept OLEV funding to act as a lever to attract commercial investment to develop a publicly accessible EV charge point network to replace the current 'legacy' EV network, which is no longer fit for purpose. This is part of the Air Quality Programme to reduce emissions to enable the city to reach air quality compliance by 2020.
Reference Number	EA002592
Task Group Manager	peter.a.bethell@birmingham.gov.uk
Task Group Member	
Date Approved	2018-01-08 00:00:00 +0000
Senior Officer	philip.edwards@birmingham.gov.uk
Quality Control Officer	janet.l.hinks@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a New/Proposed Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The purpose of this policy is to approve the city council's recommendation to receive the grant funding from the Office of Low Emission Vehicles (OLEV), and procure an EV network development partner to install 197 Electric Vehicle (EV) rapid + fast charge points for taxis, with two taxi charge point hubs at the Birmingham New Street / Ellis St car park and Tyseley Energy Park. The total grant funding from OLEV is £2,929,000 and is to be spent by 2019/20. This policy also reviews the recommendation for the Cabinet to accept OLEV funding to act as a lever to attract commercial investment to develop a publicly accessible EV charge point network to replace the current 'legacy' EV network, which is no longer fit for purpose.

The expected outcome is that the project will proceed with the installation of the EV charge points. Birmingham City Council (BCC) is focussed on improving air quality and to be compliant as soon as possible before 2020 and look to be an Ultra-low-emission-vehicle (ULEV) / zero emission city (ZEC) by 2030. To achieve this ambition, the Hackney Cab and Private Hire Vehicle (PHV) fleet will need to be a major contributor to this achievement.

BCC is planning two key taxi charge point hubs with a minimum of six charge points each - the Birmingham New Street / Ellis St car park is a key taxi rank location in the city centre; and Tyseley Energy Park off the A45 (two miles from the city centre) as the main route to Birmingham Airport and the NEC. Both will provide green renewable energy to ensure the maximum environmental impact of ULEV/ZEC taxis. The city centre will be further supported through seven other sites providing fast/rapid charge point facilities.

Every arterial road to the outer city area, where it links with the A4040 ring road, will benefit from a comprehensive infrastructure of charge point sites to support PHV operators and drivers. The total number of city centre and outer city charge points will be 197 - a mixture of fast and rapid chargers.

Building on the Energy Saving Trust feasibility report, BCC is set to implement a 'High' scenario take-up of ULEV/ZEC taxis, which will integrate with the Clean Air Zone work programme, to maximise impact and support for the Birmingham licensed fleet.

The Electric Vehicle (EV) Charge Point Network Development Programme supports the Birmingham Development Plan (BDP) and Big City Plan (BCP) policies; Policy TP1 'Reducing the City's Carbon Footprint' & TP5 'Low Carbon Economy' - The City Council is committed to a 60% reduction in total carbon dioxide (CO2) emissions produced in the City by 2027 from 1990 levels; Policy TP37 'Health', in which the City Council is committed to reducing health inequalities, increasing life expectancy and improving quality of life by seeking to improve air quality and reduce noise within the City; and Policy TP43 - 'Proposals for Low Emission Vehicles' will be supported by working with partners to promote sustainable modes and low emission travel choices.

Birmingham Connected, the Council's Transportation Strategy, has a vision for a Green and Smart City, and to see the widespread use of low and zero emissions vehicles from the public, public transport operators and the servicing/logistics industry.

Internal consultation

The four council member group (Councillor Lisa Trickett - Cabinet Member for Clean Streets and the Environment, Councillor Stewart Stacey - Cabinet Member for Transport and Roads, Councillor Paulette Hamilton - Cabinet Member for Health and Social Care and Councillor Barbara Dring - Chair of Licensing and Public Protection Committee) have been consulted on the EV Taxi Charging project as part of the wider air quality programme workstream on low/zero emission infrastructure development and the transition to low/zero emission vehicles.

External consultation has been carried out with the Private Hire Vehicle trade, EV network partners and Western Power Distribution in determining the number and location of the charge points.

For each strategy, please decide whether it is going to be significantly aided by the Function.

Children: A Safe And Secure City In Which To Learn And Grow	Yes
Health: Helping People Become More Physically Active And Well	Yes
Housing : To Meet The Needs Of All Current And Future Citizens	No
Jobs And Skills: For An Enterprising, Innovative And Green City	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	Yes

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Not Relevant	No
Disability	Not Relevant	No
Gender	Not Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

This EA is concerned solely with the receipt of grant funding to enable the progression of the Electric Vehicle Taxi Charging project; and as such, no measures are considered to discriminate against the protected characteristics in terms of age, race, gender reassignment, sexual orientation, sex, pregnancy or maternity, disability, marriage / civil partnership or religion / belief. It has therefore been determined that a Full Assessment is not required.

A further Equality Analysis may be carried out when the project is implemented, as appropriate.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Concluding Statement on Full Assessment

This EA is concerned solely with the receipt of grant funding to enable the progression of the Electric Vehicle Taxi Charging project; and as such, no measures are considered to discriminate against the protected characteristics in terms of age, race, gender reassignment, sexual orientation, sex, pregnancy or maternity, disability, marriage / civil partnership or religion / belief. It has therefore been determined that a Full Assessment is not required.

A further Equality Analysis may be carried out when the project is implemented, as appropriate.

4 Review Date

14/01/19

5 Action Plan

There are no relevant issues, so no action plans are currently required.