

Template for Impact Assessment Level 1: Initial screening assessment

Subject of assessment:	On-street Residential Electric Vehicle Charging Points			
Coverage:	To cover the proposed provision of on-street Electric Vehicle Charging points at identified locations across the Borough.			
This is a decision relating to:	<input type="checkbox"/> Strategy	<input checked="" type="checkbox"/> Policy	<input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Function
	<input type="checkbox"/> Process/procedure	<input type="checkbox"/> Programme	<input checked="" type="checkbox"/> Project	<input type="checkbox"/> Review
	<input type="checkbox"/> Organisational change	<input type="checkbox"/> Other (please state)		
It is a:	New approach:	<input checked="" type="checkbox"/>	Revision of an existing approach:	<input type="checkbox"/>
It is driven by:	Legislation:	<input type="checkbox"/>	Local or corporate requirements:	<input type="checkbox"/>

<p>Description:</p>	<p><u>Key aims, objectives and activities</u></p> <p>The purpose of the scheme is to provide availability of on street charge points in residential streets where off street parking is not available; therefore ensuring that living in locations without off-street parking capability is not a barrier to owning an electric vehicle.</p> <p>Not having access to off street charging facilities has been identified as a major barrier to people purchasing an electric vehicle. In line with local and national ambitions to transition from internal combustion powered vehicles to electric, the provision will provide the opportunity to achieve improved air quality and reduction in Carbon emissions.</p> <p><u>Statutory drivers (set out exact reference)</u></p> <p>As a Highway Authority, the Council has statutory duties, as set out within the Traffic Management Act 2004. “It is the duty of a Local Traffic Authority to manage their road network with a view to achieving, so far as is reasonably practicable having regard to their other obligations, policies and objectives, the following objectives;</p> <p>(a) Securing the expeditious movement of traffic on the Authority’s road network; and</p> <p>(b) Facilitating the expeditious movement of traffic on road networks for which another Authority is the Traffic Authority.”</p> <p>The introduction of on street charging point facilities will allow the Council to align with Government policy to transition to electric vehicles.</p> <p><u>Differences from any previous approach</u></p> <p>Although the Council has a suite of Electric Vehicle Charging Points within its car parks, this will be the first instance of making such provision on street. The Council has partnered with Ubitricity; a market leader in such provision to identify locations where there is a likely suppressed demand. Making the provision will remove a major barrier to accessing this transition to alternate fuelled vehicles; providing opportunities to residents who currently have no suitable provision.</p> <p><u>Key stakeholders and intended beneficiaries (internal and external as appropriate)</u></p> <p>Ubitricity (partnering provider of service), Northern Power Grid, Residents, Politicians, Council Officers, disability groups, taxis, Emergency services, and visitors to the area.</p> <p><u>Intended outcomes.</u></p> <p>The Council intends to increase the number of people within Middlesbrough who utilise electric vehicles; reducing Carbon emissions, improving the local environment and facilitating transition from internal combustion engine vehicles to low emission vehicles.</p>
<p>Live date:</p>	<p>November 2023</p>
<p>Lifespan:</p>	<p>November 2023 onward</p>
<p>Date of next review:</p>	<p>November 2024 (unless installation creates unforeseen issues)</p>

Screening questions	Response			Evidence
	No	Yes	Uncertain	
<p>Human Rights</p> <p>Could the decision impact negatively on individual Human Rights as enshrined in UK legislation?*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The project aims to improve access to electric vehicle use, specifically by providing opportunities for residents who do not have the capability to achieve this safely within their existing parking arrangements. The facilities will be installed within either existing lamp columns adjacent to the carriageway, or new bollards installed at the kerb edge. Therefore not impact negatively upon human rights.</p> <p>Evidence used to inform this assessment includes analysis of the Human Rights Act 1998.</p>
<p>Equality</p> <p>Could the decision result in adverse differential impacts on groups or individuals with characteristics protected in UK equality law? Could the decision impact differently on other commonly disadvantaged groups?*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Public Sector Equality Duty (PSED) requires that when exercising its functions the Councils must have due regard to the need to:-</p> <ul style="list-style-type: none"> • eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; • advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and • foster good relations between persons who share a relevant protected characteristic and persons who do not share it. <p>In having due regard to the need to advance equality of opportunity, the Council must consider, as part of a single equality duty:</p> <ul style="list-style-type: none"> • removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; • taking steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it; and; • encouraging people who share a protected characteristic to participate in public life or in any other activity in which participation is low.

* Consult the Impact Assessment further guidance appendix for details on the issues covered by each of these broad questions prior to completion.

Screening questions	Response			Evidence
				<p>The project aims to improve uptake of electric vehicles in order to facilitate transition from internal combustion engine powered vehicles. The Council is bound by legislation, which includes ensuring that those with physical and learning disabilities, and inhibited mobility are not detrimentally impacted upon.</p> <p>The proposals intend to utilise existing lamp column infrastructure to provide charging capability. The charging sockets are embedded within the doors of the lamp columns, at accessible height and not obstructive. Only lamp columns at the carriageway edge will be considered. In locations where the lamp columns are located to the rear of the footway, compliant bollards will be installed to make the provision.</p> <p>This addresses any issues associated with trailing cables and associated trip hazards within the highway envelope, as they will not inhibit the thoroughfare. This is particularly important for people with visual impairment and those with mobility issues.</p> <p>The provision of the infrastructure will be in areas of the Borough with either no parking restrictions, or within areas that are managed by Resident Parking Permit restrictions. This will ensure that they are accessible to existing residents on the same arrangements as currently exists.</p> <p>All locations will be risk assessed prior to installation, and monitoring of the provision will allow alternate locations to be identified if such requirements arise. The infrastructure is positioned at a height compliant to allow access to people who use wheel chairs.</p> <p>No parking spaces are proposed to be removed as part of the provision.</p> <p>Evidence used to inform this assessment includes analysis of statutory guidance in relation to accessibility, including the Access for All legislation.</p>
<p>Community cohesion Could the decision impact negatively on relationships between different groups, communities of interest or neighbourhoods within the town?*</p>	☒	☐	☐	<p>The infrastructure will be accessible to all of the community. There is no evidence to suggest that this will impact negatively upon relationships between different community groups.</p>
<p>Next steps:</p> <ul style="list-style-type: none"> ➡ If the answer to all of the above screening questions is No then the process is completed. ➡ If the answer of any of the questions is Yes or Uncertain, then a Level 2 Full Impact Assessment must be completed. 				

Assessment completed by:	Chris Orr	Head of Service:	Craig Cowley
Date:	6/9/23	Date:	6/9/23