

# Impact Assessment



Assessment of: Devon Electric Vehicle Charging Strategy

Service: Transportation Planning and Road Safety

Head of Service: Jamie Hlland

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Assessment carried out by (job title): Oscar Freeman-Davies (Graduate Transport Planner Trainee)

## 1. Description of project / service / activity / policy under review

Devon County Council (DCC) declared a climate emergency in 2019 and helped to publish the Devon Carbon Plan which sets out what needs to be done for the county area (including Plymouth and Torbay) to respond to the climate emergency. The decarbonisation of transport in Devon is a crucial part of this response as the sector represents a large proportion of Devon's emissions.

The transition to zero emission vehicles, as well as a shift to public transport and active travel, are vital to achieving the Devon goal of 50% carbon emissions reduction by 2030 and Net Zero by 2050. Nevertheless, many Devon residents rely on cars and vans, and local authorities have a role to

play in enabling and accelerating the uptake of electric vehicles (EVs). However, a key barrier to the uptake of EVs is the availability of suitable charging infrastructure.

Devon County Council have developed an Electric Vehicle Charging Strategy, which aims to help all residents and visitors overcome barriers to EV adoption and increase access to suitable infrastructure. While not everyone may have the means to transition to EVs, the need to encourage greater uptake of EVs forms part of a suite of measures aimed at supporting the decarbonisation of transport including promotion of walking, cycling and increased use of public transport. Together these will deliver a reduction in greenhouse gases and improved air quality, which will benefit everybody living, working or visiting the County. The EV charging strategy provides a summary of EVs in Devon, assesses the policy context and forecasts EV uptake and Electric Vehicle Charge Point (EVCP) demand to 2030. It sets out recommendations for how Devon County Council will intervene.

The full strategy can be viewed online at: [devon.cc/ev-strategy-consultation](https://devon.cc/ev-strategy-consultation)

## 2. Reason for change / review

The Devon Electric Vehicle Charging Strategy is going out for public consultation in November/December 2022. The consultation aims to collect the views of key political, business and public stakeholders regarding the strategy, and to understand the level of support for the proposals within it.

## 3. Aims / objectives, limitations and options going forwards (summary)

### Aims/Objectives

The key objective of the Devon Electric Vehicle Charging Strategy is to set out how Devon County Council can support the uptake of EVs in Devon in order to reduce carbon emissions from transport. The strategy identifies 12 key recommendations regarding the provision, regulation and promotion of Electric Vehicle Charging.

### Limitations

A constraint to the successful delivery of the recommendations within the Devon Electric Vehicle Charging Strategy is that there is currently no funding identified. The strategy is committed to seeking national funding to support the EVCP aspirations but will require DCC to take a flexible approach to delivery.

#### Options going forward

Not progressing with an Electric Vehicle Charging Strategy would leave Devon County Council without a clear forward plan for the improved provision of EV charging infrastructure, reducing the county's ability to secure funding and support a transition towards low emission vehicles and meeting net-zero carbon targets. It would also leave the authority vulnerable to a wide range of approaches without the evidence base to guide the type and location of EV charge point investment decisions. This could potentially impact negatively on communities through poor planning of infrastructure.

The option to deliver a Strategy is therefore seen as the most appropriate way forward. The strategy's recommendations are based on internal stakeholder input and empirical evidence; however, the recommendations in the existing Electric Vehicle Charging Strategy will be refined in light of consultation feedback.

## 4. People affected, diversity profile and analysis of needs

The people potentially affected by the Devon Electric Vehicle Charging Strategy are those living within the county of Devon. Their diversity profile is presented below, with England used as a comparator to Devon.

### Age

As shown below in Table 1, the population of Devon was somewhat older than the national average in the 2011 census, with the proportion aged 0-19 below the national average and the proportion aged over 65 being above the English average.

Geography	Total	% Age 0-19	% Age 20-64	% Age 65+
Devon	746,399	21%	56%	23%
England	53,012,456	24%	60%	16%

Table 1 Age (Census 2011)

Data from the 2011 census shows that older households (age 65 or above) have a lower percentage of car ownership than households aged 20-64, for example, whilst 50% of households aged 20-64 own 1 car or van, this figure drops to 30% for households aged 65+.

### Ethnicity

Devon as a whole is lower in ethnic diversity than the national average, with over 97% of the population being White compared to 85.4% at a national level. The non-white population in Devon are predominantly from Asian or Asian British ethnic groups (Table 2)

Geography	Total	% White	% Mixed/multiple ethnic groups	% Asian/Asian British	% Black/African/Caribbean/Black British	% Other Ethnic Group
Devon	746,399	97.5%	0.9%	1.2%	0.2%	0.2%
England	53,012,456	85.4%	2.3%	7.8%	3.5%	1.0%

Table 2 Ethnicity (Census 2011)

The National Travel Survey shows that car ownership does vary according to ethnic group. In 2021, White households were more likely to own a car or van (84%) compared to mixed ethnic groups (76%), Asian households (82%) and Black, African or Caribbean households (67%).

### Health and Disability

Table 3 shows that the proportions of people describing themselves as being in bad health or being limited in their day-to-day activities in Devon are approximately in line with the English average.

Geography	Total	% Activities Limited	% Activities not limited	% (Very) good health	% Fair Health	% (Very) bad health
Devon	746,399	19%	81%	81%	14%	5%
England	53,012,456	18%	82%	81%	13%	5%

Table 3 Health and Disability (Census 2011)

Disabled people and those with long-term illnesses tend to make fewer trips by all modes than non-disabled people. The 2021 National Travel Survey recorded that while those with no disability made on average 809 trips a year, people with mobility difficulty on average made 485 trips,

almost half as many. However, the proportion of all total yearly trips made by car as a driver or passenger is marginally higher for those with a mobility difficulty (61%) than for those without mobility difficulties (60%).

### Gender

Table 4 shows that in Devon, as in England as a whole, women make up a bigger proportion of the total population than men, and this figure is marginally higher than the national average.

Geography	Total	Male	Female
Devon	746,399	48%	52%
England	53,012,456	49%	51%

Table 4 Gender (Census 2011)

The National Travel Survey highlights variation in personal car access in England. In 2021, 65% of males were recorded as being a main driver of a vehicle in their household, compared to 55% of women, suggesting that males have a higher level of car access than women.

### Socioeconomic Status

Car ownership varies across income quintiles. 38% of households in the lowest income quintile have no access to a car or van, compared to 16% in the highest income quintile. Indeed, 43% of households in the highest income quintile are likely to own 2 or more cars or vans, only 17% in the lowest income quintile are likely to have access to multiple vehicles. Given the cost of purchasing new electric vehicles is high, it is expected that those with higher incomes may be better placed to purchase an electric vehicle.

## 5. Stakeholders, their interest and potential impacts

### Political stakeholders

- Devon County Council: The local transport authority and co-writer of the Devon Electric Vehicle Charging Strategy. The recommendations within the strategy are aligned with the DCC's Strategic Plan, particularly in tackling the Climate Emergency through reducing carbon emissions from transport.

- District councils: Local planning authorities across Devon are an important part of the Devon Electric Vehicle Charging Strategy. The recommendations within the strategy highlight that DCC will co-ordinate district councils to ensure that Local Plans and EV policies are consistent across the county.

#### Private stakeholders

- Private sector EV charging supplier: The recommendations of the strategy will impact what EV charging suppliers, offering new opportunities for public sector partnership delivery.

## 6. Additional research used to inform this assessment

Demographic data for the geographies affected by the proposal have been sourced from the 2011 Census, using the Nomis website<sup>1</sup>. Data on the demographics of users of particular modes was sourced from the 2021 National Travel Survey<sup>2</sup>

## 7. Description of consultation process and outcomes

Prior to writing the strategy, an initial phase of consultation with Devon County Council internal stakeholders was undertaken. This ensured that the requirements of the key service areas involved in the delivery of the strategy were fully incorporated into the strategy itself. Additionally, a workshop with Western Power Distribution was understanding grid supply constraints.

The draft Electric Vehicle Charging Strategy will be consulted upon during November and December 2022. The consultation will include a series of webinars, a questionnaire and a webpage. Following the consultation, feedback will be reviewed and used to produce a final version of the Electric Vehicle Charging Strategy before additional scrutiny from elected members. This impact assessment will also be reviewed to ensure that any impacts highlighted through the consultation process are accounted for.

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<sup>1</sup> <https://www.nomisweb.co.uk/>

<sup>2</sup> <https://www.gov.uk/government/statistics/national-travel-survey-2021>

## 8. Equality analysis

### Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).
- The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:
  - Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
  - Proportionate (negative impacts are proportionate to the aims of the policy decision)
  - Fair
  - Necessary
  - Reasonable, and
  - Those affected have been adequately consulted.





Characteristics	Potential or actual issues for this group.  [Please refer to the <a href="#">Diversity Guide</a> and <a href="#">See RED</a> ]	How will the project / service / policy / activity: <ul style="list-style-type: none"> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps').</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> </ul> <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the <a href="#">DCC Equality Policy</a>?</p>
All residents (include generic equality provisions)	Residents of Devon who do not have access to an electric vehicle will not benefit directly from EV charging infrastructure.	<p>The strategy recognises that the priority is to encourage mode shift towards active travel and public transport. However, it is also recognised that there is a need for some trips to be made by private vehicles, and that the provision of charging infrastructure is therefore a critical part of decarbonising transport.</p> <p>The strategy focuses on planning for the future, recognising that the number of residents with access to an EV is expected to increase rapidly in the short-medium term. As Diesel / Petrol cars are phased out and EVs production increases, the costs</p> <p>Through increased EV charging access, a key barrier to EV ownership is addressed, encouraging a greater proportion of trips to be made via EVs and improving access to EVs.</p>
Age	Certain disabilities, illnesses, and mobility issues are more likely with older age and as such this group may have greater difficulty navigating footways where EV	The strategy recommends that EV chargepoint design considers diverse user needs and cites the upcoming government accessibility design guidance. In particular, lessons learnt from Rapid Charging Devon have highlighted the need to maintain a minimum distance around chargepoint to create more space for pedestrians and to ensure that chargepoints are located on build

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	<p>charging infrastructure is introduced.</p>	<p>outs where appropriate to avoid it impairing access.</p> <p>Older people (aged 60+) make a higher proportion of trips by car compared to those aged less than 60 and therefore may be more likely to benefit from the proposals to reduce barriers to owning an EV.</p>

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Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people	<p>The strategy is focused on improving barriers to EV access, through charging infrastructure, this may negatively impact people with certain disabilities as they might not have the physical ability to use them.</p> <p>People with mobility impairments may be impacted by the presence of EV charging points on the footway, restricting access.</p>	<p>The strategy recommends the EV chargepoint design consider diverse user needs and cites the upcoming government accessibility design guidance. In particular, lessons learnt from Rapid Charging Devon have highlighted the need to maintain a minimum distance around chargepoint to create more space for pedestrians, people using wheelchairs or other mobility aids. Chargepoint infrastructure is proposed to be located on build outs where appropriate so as to minimise clutter on footways and maintain accessible routes for all.</p>
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	<p>Devon's ethnic diversity is low with the vast majority being white. Other ethnicities are slightly less likely to own a car. As such they're potentially less likely to receive the benefits of infrastructure supporting car use.</p>	<p>The strategy is part of the wider programme to tackle emissions in the transport sector, not just private vehicles. Encouraging EV use also provide benefits to the wider society through improved air quality and reduced noise pollution.</p>

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Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	According to the National Travel Survey, women are less likely to be the main driver of a vehicle in their household, suggesting that males have a higher level of car access than women, and are therefore potentially less likely to benefit from proposals to support car use.	The strategy is part of the wider programme to tackle emissions in the transport sector, not just private vehicles. Encouraging EV use also provides benefits to the wider society through improved air quality and reduced noise pollution.
Sexual orientation and marriage/civil partnership	No issues identified	No issues identified
Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options,	More deprived lower socioeconomic are less likely to have access to an EV.  People without a driveway are less	The strategy recognises that the priority is to encourage mode shift towards active travel and public transport. The strategy focuses on planning for the future, recognising that the number of residents with access to an EV is expected to increase rapidly in the short-medium term. As this strategy is part of wider decarbonisation plans, reducing the number of emissions from transport across Devon will provide benefits the residents through improved air quality and reduced noise pollution.  The strategy attempts to enable and promote access to EV charging where

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rural/urban	<p>likely to be able to charge their EV at home. Those without driveway will need to use destination charging which is typically more expensive.</p> <p>Rural residents have limited access to EV charging.</p>	<p>there wasn't before. Therefore, making the prospect of owning an EV accessible to those without a driveway and/or easy access to home charging.</p> <p>As DCC will help to intervene in areas where the private sector is less likely to do so on its own, such as rural areas, consequently, access to EV charging in rural areas will improve.</p>

## 9. Human rights considerations:

It is not considered that there are any relevant human rights considerations.

## 10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

Opportunities for people to access EV charging infrastructure will reduce barriers to sustainable travel, by focusing infrastructure intervention where there are current grid constraints, uptake of EV is forecast to be highest, there is no access to off-street parking and where there is a gap in supply and demand. Improve access to travel options will increase independent and empowerment, particularly as the strategy focuses on ensuring EV chargepoint infrastructure will be accessible to diverse user needs.

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

Good health and wellbeing for all is achieved through the wider environmental benefits from EV adoption, reducing the number of petrol and diesel cars will lead to a reduction in greenhouse gas emissions and improved air quality. Additionally, noise pollution should decrease, leading to a greater level of wellbeing in community areas encouraging more pedestrian activity. The strategy should help to keep people safe and protected from harm by ensuring that the development of charging points does not obstruct the footway.

In what way can you help people to be connected, and involved in community activities?

For many people in rural areas the car is the primary mode of transportation, this strategy does not reduce the ability of them to travel maintaining a level of connectivity in otherwise potentially isolated areas. By providing EV charging infrastructure in rural areas, we can attempt to prevent the isolation of communities where EV usage may otherwise be impractical. A peer-to-peer charging system would enable those involved to form

community groups around charging infrastructure, leading to more connected communities.

## 11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
Planning Permission	
Environmental Impact Assessment	
Strategic Environmental Assessment	

	<b>Describe any actual or potential negative consequences. (Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).</b>
Reduce, reuse, recycle and compost:	N/A	N/A
Conserve and enhance wildlife:	N/A	The strategy should help reduce pollutants from carbon emissions and thereby minimise changes to the ecosystem which could otherwise indirectly impact on wildlife.
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	N/A	N/A
Conserve and enhance Devon's cultural and historic heritage:	N/A	N/A
Minimise greenhouse gas emissions:	N/A	Delivering an EV charging strategy is part of Devon's Devon Carbon Plan and transport decarbonisation plans, aiming for net zero emissions. Increased EV adoption will lead to reduced greenhouse gas emissions.
Minimise pollution (including air, land, water, light and noise):	There is a potential impact of increased light and noise pollution from the EV charging point infrastructure; however, this is expected to be negligible.	Increased EV adoption will improve air quality, particularly in urban areas. Overall levels of noise pollution are expected to reduce in urban areas by increased EV adoption.
Contribute to reducing water consumption:	N/A	N/A
Ensure resilience to the future	N/A	This strategy is part of Devon's Devon Carbon Plan and



effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):		transport decarbonisation plans, and alongside encouraging active travel and public transport is aiming to reduce the level of greenhouse gas emissions from transport. This will reduce the future impacts of climate change.
Other (please state below):	N/A	N/A

## 12. Economic analysis

	<b>Describe any actual or potential negative consequences. (Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).</b>
Impact on knowledge and skills:	N/A	By working with the private sector to deliver EV charging infrastructure innovative charging solutions should be realised.
Impact on employment levels:	N/A	Opportunities for people to access employment may be increased as people have greater access to sustainable travel options.  There may be opportunity for people to be employed to install charging infrastructure, as well as those responsible for maintaining it.
Impact on local business:	N/A	Local businesses may see an improvement in footfall if their establishment is close to an EV charging point.  There is an opportunity for local businesses to provide charging infrastructure which could generate revenue.

### 13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

The EV charging strategy aligns with the Devon Carbon Plan, which aims to provide social, economic and environmental benefits to all residents. Both documents encourage active travel and public transport usage as well as removing barriers to more environmentally sensitive car travel using EVs. This links both social and environmental benefits through a greater level of connectivity in communities and people-based places.

## 14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

This strategy aims to make travel using EVs around Devon easier, more accessible and make travel less environmentally damaging than the current situation. This will deliver a range of economic, social and environmental benefits. This includes benefits to air quality and a reduction in noise pollution.

## 15. How will impacts and actions be monitored?

In the strategy it is outlined that Devon County Council will monitor the number of charging points and any rise in usage of them. Additionally, the number of EVs will be monitored. At a wider level, the Council will monitor how it is performing in its targets to achieve 50% carbon emissions reduction by 2030 and Net Zero by 2050.