Appendix 5

Equality Impact Assessment

Name or Brief Description of Proposal	Introduction of Fees for Council's Public Electric Vehicle Chargers
Brief Service Profile	Southampton City Council (SCC) has used government grant money to install 46 publicly accessible electric vehicle chargers (EVC's) at 17 locations in its car parks and highways. We have become the largest single provider in the city and since their introduction we have offered these on a free to use basis to encourage the uptake of electric vehicles (EV's) and the benefits they offer in terms of reducing carbon emissions and improving local air quality. SCC seeks to end the free to use offer at SCC's public EV chargers and introduce a fee-paying service at an introductory rate of £0.45 kwh from the 12th of December 2022. Future fees will be reviewed routinely and updated where necessary to ensure income is aligned with costs
Summary of Impact and Issues	The growth of the EV market is now accelerating in the UK, driven by the 2030 restrictions on the sale of new petrol and diesel vehicles. SCC has seen a seven-fold increase in energy consumption at its public chargers in 2022 whilst it has also experienced a four-fold increase in its energy costs since 2020. The cost for maintaining this service at current energy costs (October 2002) and consumption rates is approximately £13,875 per month. This is placing a pressure on SCC's finances.
Potential Positive Impacts	SCC is under no statutory or grant agreement obligation to maintain a free to use service. By providing a service that can recover its costs SCC will be able to focus on seeking further investment to develop its charging infrastructure at a time when the priority needs to shift towards providing a service at the scale needed to satisfy future demand. A pay to use service will also be compatible with our medium/long term goal of securing a concessions/partnership agreement with a supplier who is able to bring the expertise and investment needed to build an effective infrastructure for the future. The current free to use model is attracting a significant amount of opportunistic use and other, viable charging options (like home and workplace charging) are being overlooked in preference for our fully subsidised offer. It is anticipated that the introduction of fees is likely to normalise behaviours and could alleviate some of the more immediate pressures being placed on our chargers whilst EV car drivers and larger commercial vehicles compete for access.

Potential Negative Impacts

Impact Assessment	Details of Impact	Possible Solutions
Age	No impact	
Disability	No impact	
Gender Reassignment	No impact	
Marriage and Civil Partnership	No impact	
Pregnancy and Maternity	No impact	
Race	No impact	
Religion or Belief	No impact	
Sex	No impact	
Sexual Orientation	No impact	
Community Safety	No impact	
Poverty	Users less able to pay for charging a vehicle will be disproportionally affected	The free to use service has been advertised as a temporary arrangement users should not expect to have the running costs of their EV subsidised indefinitely. EV's remain cheaper to operate than a conventional vehicle even when charging is dependent upon using a fee-paying service.
Other Significant Impacts	Users are unaware of the change or the fees applicable	Fees will only be introduced after a targeted communication campaign and costs will be displayed at all locations, webpages and operating apps.