AGENDA ITEM NO 14

REPORT NO 197/21

ANGUS COUNCIL

POLICY AND RESOURCES COMMITTEE – 8 JUNE 2021

RECOVERY OF COSTS FOR OPERATION OF ELECTRIC VEHICLE CHARGE POINTS

REPORT BY DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report allows members to consider the issues associated with the roll out of the introduction of charging for the electricity used at publicly owned and maintained electric vehicle charge points in Angus and decide on the charges to be applied to recover those costs.

1. RECOMMENDATION

It is recommended that the Committee:

(i) note the information in this report relating to the current costs associated with operating the public electric vehicle (EV) charge points in Angus;
(ii) consider the options for cost recovery and agree the recommended charge of £0.23 per kWh to allow for recovery of costs associated with the operation of public EV charge points;
(iii) instruct the Service Leader – Roads & Transportation to progress the implementation of a mechanism to recover the operational costs of using the EV charge points from customers in Angus; and
(iv) delegate the authority to vary the rate cost associated with the recovery of costs of operating the EV charge network to the Service Leader – Roads & Transportation in consultation with the Director of Finance in line with the method described in the report to reflect any variation in the transaction or energy costs.

2. ALIGNMENT TO THE ANGUS COMMUNITY PLAN/COUNCIL PLAN

2.1 This report contributes to the following local outcomes contained within the Council Plan 2019-2024 and Community Plan 2017-2030:

- an inclusive and sustainable economy;
- safe, secure, vibrant and sustainable communities; and
- an enhanced, protected and enjoyed natural and built environment.

2.2 The Finance & Change Plan 2021-24 (reference Report No. 61/21) set an action under achieving a Low Carbon Transport Network of establishing an Electric Vehicle Charging Regime.

3. BACKGROUND

3.1 The Scottish Government has pledged to phase out the need for new petrol and diesel cars and vans across Scotland by 2032. The National Transport Strategy 2 Delivery Plan and Climate Change Update as published in December 2020 contains a number of specific proposals to deliver these commitments. UK Government has pledged to end the sale of new petrol and diesel cars (excluding some hybrids) from 2030.

3.2 There are several different funding programmes available to help increase the adoption of electric vehicles and the development of an appropriate EV charging infrastructure network to support this growth.

3.3 The Local Authority Installation Programme (LAIP) is an annual funding programme which further develops EV charging network so that EV drivers can confidently travel throughout Scotland, across both urban and rural locations. The programme is funded by the Scottish Government and administered by Transport Scotland. As reported to Communities Committee on 23 February 2021 (Report No. 43/21), in 2020/21, Angus Council received £75,000 form this fund.

3.4 As also reported to the Communities Committee on 23 February 2021 (Report No. 43/21), Angus Council successfully secured £306,500 in 2018 from this Energy Saving Trust Scotland administered fund. The fund along with £144,000 Angus Council match funding was to provide an EV charging hub at Orchardbank, Forfar, which became operational in February 2021.

3.5 Angus Council has worked positively with funding partners Transport Scotland and through the development of a Regional EV Strategy published November 2019 by TACTRAN (the Regional Transport Partnership for Angus, Dundee City, Perth & Kinross and Stirling Council areas) to deliver EV charging infrastructure in a coordinated and collaborative way. The Regional EV Strategy, Regional EV Delivery Plan, Baseline Report and Demand Forecast are available to download from the TACTRAN website at: https://www.tactran.gov.uk/strategy_downloads.php

4. CURRENT POSITION

4.1 The current position for EV infrastructure by Angus Council is summarised in Tables 1 and 2 below.

Table 1 Breakdown of Major EV Infrastructure Funding for Angus Council

	Confirmed Programme Value 20/21 (approx., including 19/20 accruals)	*Approx. Expenditure to date 20/21*	*Approx. Total Funding Received since 2012 (incl. current prog. value)*
Transport Scotland LAIP Funding	£171,000	£47,000	£784,000
European Regional Development Fund and Low Carbon Transport/ Transport Scotland and Energy Savings Trust	£450,500 (32% match from Angus Council – EC Development Capital Budget)		

Table 2 Angus Council Public EV Charger Installations

Existing	*In Progress*	*Total*
50	2	52

4.2 The current EV Network has been funded through Scottish Government grants, which also included funding for an initial 5-year maintenance period.

4.3 During the early implementation of EV charge points there was an expectation by Transport Scotland that there would be no charge to the customer to use the EV chargers to help support a wider uptake of electric vehicles. At present, the council pays for energy consumed by EV customers.

4.4 The number of charging events in the last three years is shown below in Table 3 with 18,226 annual charging sessions now taking place across Angus in 2020/21, which was affected by the COVID-19 pandemic.

Table 3 Charging Events and Costs Associated with Operation of Charge Points

Period	*Total Energy Consumption per year (kWh)*	*Total Energy Costs (£) per year*	*Number of Charging Sessions*	*Average Energy Consumption per session (kWh)*	*Energy Cost per Average Charging Session (£)*	*Average Time Charging (hours:minutes)*
2019/20	208,109	31,617	19,885	10.47	1.59	1:54
2020/21	280,359	44,654	18,226	15.38	2.45	2:15
2021/22 forecast*	538,284	88,450	27,384	19.66	3.23	2:01

***** based on 28 March to 30 April 2021 following opening of Forfar EV Hub

4.5 Given the wider strategic commitments to decarbonise the transport network in line with Climate Change targets that will see an ongoing expansion of the public EV charging network, the costs associated with operating and maintaining the charge points will also continue to increase. Whilst the initial provision of this electricity at no cost will have aided the initial move to EV use, continuing to cover the costs of the electricity consumed along with ongoing maintenance costs will create an increasing pressure on the Council budget.

4.6 Members have previously sought clarification on the subject of charging to allow for the recovery of the costs associated with the supply of electricity via public EV charge points. As stated in section 2.2 of this report, an action in the Council Change Plan to establish an EV Charging Regime in 2021/22 was set with an initial saving target of £5,000 was identified. The purpose of this report is for this Committee to agree the option for implementing an approach to allow full cost recovery for the operation of EV charge points in establishing an EV Charging Regime in Angus.

4.7 The aim of the proposed charging approach is to move towards a point where the growing EV network and infrastructure is financially sustainable to cover the costs of the charging opportunity provided to the users of EVs.

4.8 Discussions have taken place with partner organisations at the Regional EV Steering Group, which included Transport Scotland, regarding implementing cost recovery with confirmation being given that a move towards charging would be welcomed at a strategic level. The following summary has been provided by Transport Scotland.

Transport Scotland has been working with the Scottish Futures Trust (SFT) to review financing and delivery models in which future investment in Scotland's public EV charging network can be provided. This work, highlighted at Cosla's 12th February [2021] Environment and Economy meeting, has shown that whilst it is necessary to ensure that availability of public EV charging infrastructure continues to grow ahead of demand, there is a need to transition away from the current ChargePlace Scotland model to accelerate private investment in Scotland.

Transport Scotland are focussing upon 'mixed-economy' approaches to enable the private sector to assume greater responsibility for installation, operation and maintenance of public EV charge points as well as accepting revenue risk. This could be achieved, for example, through 5 to 10 year concession-type agreements with local authorities and other public sector partners. To facilitate the new approach, Transport Scotland are in the early stages of developing a new programme with a view to rolling it out later this year. This will include further engagement with local authorities and other public sector bodies as well as private network operators.

5. PROPOSALS

5.1 Officers have undertaken a review of charging tariffs and charging models applied in other Local Authorities and NHS Tayside. It is understood that Perth & Kinross and Stirling Councils are proposing tariffs at some point during 2021/22.

- Aberdeenshire Council is £0.21 per kWh
- Aberdeen City Council is £0.19 per kWh with a connection fee of £0.38
- Dundee City Council is £0.15 per kWh with a connection fee of £0.38
- University of Dundee is £0.20 per kWh, with a minimum charge of £2.00 and £0.50 connection fee, £10.00 surcharge applies if charging session exceeds 3 hours
- NHS Tayside is no charge
- Fife Council is £0.15 per kWh with a connection fee of £1.60
- City of Edinburgh is £0.30 per kWh with a £1.00 minimum charge and an automatic overstay fee applies if charging exceeds 60 minutes
- East Lothian Council is £0.16 per kWh with a £1.00 minimum charge
- Glasgow City Council will be £0.16 per kWh for slow (7kW) and fast (22kW) chargers and £0.20 per kWh for rapid (50kW) units with an overstay fee of £1 per minute, which will be charged once a driver is over 15 minutes late returning to their car
- Moray Council is a standard fee of £3.80 only for use of their facilities
- Dumfries & Galloway Council is £0.25 per kWh with a £1.50 minimum payment, which is to help promote turnover of charging spaces.

5.2 For wider comparison, tariffs at other 'private' suppliers of EV charge points in Scotland appear to range between £0.14 and £0.39 per kWh. Current locations of EV and tariffs can be viewed at https://chargeplacescotland.org/live-map/

5.3 From our review, there are three main options for charging for the use of EV charge points:

- **Option A - Fixed Rate**: A single rate is charged regardless of amount of electricity consumed;
- **Option B - Fixed Rate Plus Costs**: A fixed rate is charged to use the charge point and customers are also charged per unit of electricity consumed; and
- **Option C - Costs Only**: Customers are charged per unit of electricity consumed, which could have a minimum charge.

5.4 After considering the available cost recovery options, it is recommended that Option C offers the most equitable and flexible charging model for the user and the council. Incorporating all costs to the Council (energy, maintenance, administrative and management) into the cost per unit of electricity consumed allows for full cost recovery to be borne equally by all customers based on actual usage.

5.5 Under this model, the per energy unit cost to the customer will be made up of the following elements:

- Cost of energy;
- Cost of maintenance;
- Cost of transaction (administrative and management cost); and
- Cost of signage of tariffs.

The majority of capital costs to date have been provided by Transport Scotland grants including for upgrading of previous EV chargers. In due course upgrades and replacement costs may fall to the council and the model will require to be adjusted accordingly.

5.6 The cost of energy per kWh to the Council for 2021/22 is forecast to be £0.16.

5.7 Annual maintenance costs are currently covered by the agreements and warranties of the funders as part of the funding received for a period of five years, which is still in effect for 44 of 53 installations. This effectively reduces the maintenance costs to zero until the five-year periods run out, and to date the maintenance cost for the first nine installations has been zero. On this basis, it is proposed that no additional fees are added to charge point usage to cover maintenance costs until March 2022, prior to which a review can be undertaken as part of the annual review of charges for the budget setting.

5.8 Implementing a cost recovery model introduces additional transactional costs to the Council for administration and management. When a tariff is applied to charge points, Charge Place Scotland will collect the revenue generated and forward this to the host (Angus Council) on a quarterly basis, minus fees. An estimate of these costs has been calculated at £0.05 per energy unit used.

5.9 The process requires notice to be provided to Transport Scotland and Charge Place Scotland to grant approval to implement charges and begin the process of driver notification both electronically to existing members and physically with signage to be applied to EV charge posts. Advanced notices will also be erected at EV charge points. It is proposed that local press and social media channels are utilised to promote the intent to charge for charging. The cost for the provision of advanced notices and signage for the tariffs at the EV charge points across Angus (based on 30No. at the 55 charge points, which would be required each time tariffs are set or changed) is £4,500 with a one-off cost for additional sign poles estimated to be £5,500. It is proposed that these costs would be met from the total annual income projection for 2021/22 and therefore will be included in the tariff that is set.

5.10 Based on the total forecast consumption and usage in 2021/22 (see Table 3), the cost to the customer is proposed to be £0.23 per kWh to ensure recovery of costs associated with the operation and management of the EV charger network in Angus. This cost is detailed as:

- Energy cost per kWh used £0.16; plus
- Maintenance cost per kWh used £0.00; plus
- Transaction cost per kWh used £0.05; plus
- Signage costs per kWh = £10,000 divided by total forecast consumption where tariffs can be applied in 2021/22 of 475,229 kWh = £0.02, giving a
- **Total cost per kWh used £0.23**

5.11 The table below highlights the cost to fully charge a sample of electric vehicles if the proposed cost recovery model is approved compared to the driver charging their vehicle at their own home:

Table 4 Estimated cost to fully charge sample electric vehicles

Car Model	*Battery Size*	*Approximate Range*	*Cost using Council EV charger (£0.23/kWh)*	*Cost using home EV charger (£0.14/kWh)*
Nissan Leaf (2018)	40kWh	150 miles	£9.20	£5.60
Tesla Model S 100D	100kWh	320 miles	£23.00	£14.00
Mitsubishi Outlander PHEV	13.8 kWh	23 miles (electric only)	£3.18	£1.93

5.12 Details of the proposed charging framework to vary the rate cost associated with the recovery of costs of operating the EV charge network to reflect any variation in the transaction or energy costs are provided in section 6 of this report.

6. FINANCIAL IMPLICATIONS

6.1 The total annual income projection would be £88,450 for 2021/22 if the proposal to charge £0.23kWh was approved and would include the costs associated with operating the service as highlighted in section 5.10 of this report and include operational, management and administration costs. They do not include Capital Financing Costs as the units were installed using Transport Scotland grant funding.

6.2 No specific budget exists to meet the costs of operating the service, and at present they are paid from the Council's main energy budget administered by the Assets service.

6.3 To date the council has not recovered the costs of electricity associated with the charging points. Charging for use of the EV Charging points is to be cost neutral and therefore would result in a saving of £44.6k based on 2020/21 expenditure. For the 6 months of 2021/22 this would be equivalent £22.3k. Taking an allowance for the use by council electric vehicles it is anticipated the net savings would be 50% of this figure (£22.3k p.a. or £11.15k per 6 months). This would exceed the provisional saving target of £5,000 for establishing an Electric Vehicle Charging Regime in the Council's Finance & Change Plan 2021-24 and reduce further costs to the council as the use of council operated charging points is forecast to increase in 2021/22 onwards.

6.4 The introduction of tariffs would mean that the council's own EV fleet of vehicles are required to pay for their consumption of energy, which would be a new burden on some individual services that have EV fleet, but would be offset by a net saving in the council's energy budget. In addition, staff who have and use their own EV for work would also have to pay for their consumption of energy, which would be included in travel expenses as are the costs of petrol and diesel. A review of the travel expenses policy for EV for work for work purposes may therefore be required. In both cases, it is considered that the cost to the council as a whole will be negligible.

6.5 It is possible that transactions and/or energy costs may vary in time. It is proposed that these costs are reviewed annually as part of the review of fees and charges for budget setting. If the transaction or energy cost varies in year, then the rate cost to customers will be amended using the same calculation as described in this report. It is proposed that the authority to amend the rate cost to customers in this manner is delegated to the Service Leader – Roads & Transportation in consultation with the Director of Finance.

6.6 The current EV charge points are located across a mix of free and paid for car parks. Electric vehicles that are charging and parked in the designated EV charge point bays are currently exempt from paying to park but must comply with the terms and conditions of use of the car park. It is proposed that this arrangement continues unaffected.

6.7 In terms of the practicalities of introducing charges, officers will continue to liaise with Transport Scotland and Charge Place Scotland for advice on the implementation process to recover the operational costs of using the EV charge points from customers in Angus. At this time, it is intended that all customers will be charged once a month for using tariffs, with their invoice broken down into

each transaction and will detail the date and time of the charge, the charge point number, site name of the charge point and the cost.

6.8 Following Committee approval, officers will engage with Transport Scotland and Charge Place Scotland with a view to full implementation from 1 October 2021.

7. EQUALITY IMPACT ASSESSMENT

7.1 An Equality Impact Assessment has been completed for this report – see **Appendix 2**.

7.2 The Assessment concludes that there are either no or neutral impact on protected characteristic groups for the proposals contained in this report.

NOTE: The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:

- Report No. 61/21 – Council Plan, the Finance & Change Plan and the Workforce Plan – Angus Council 4 March 2021
- Report No. 43/21 – Angus Active & Sustainable Travel Strategy - Communities Committee on 23 February 2021

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List of Appendices:

Appendix 1 – List of Publicly Owned and Maintained Electric Vehicle Charge Points in Angus
Appendix 2 – Equality Impact Assessment

APPENDIX 1
List of Publicly Owned and Maintained Electric Vehicle Charge Points in Angus

Unit ID	Location	Address	Post Code	Specification	Installation Financial Year
50576	**Forfar**	Angus House, Orchardbank, Forfar	DD8 1AN	50kW CCS triple outlet	2014/15
50577	**Arbroath**	Arbroath Harbour, Shore Car Park	DD11 1PB	7kW double outlet, smart	2014/15
50578	**Montrose**	Montrose Sports Complex, Marine Avenue, Montrose	DD10 8TR	22kW double outlet, smart	2014/15
50782	**Brechin**	Maisondieu Primary School Car Park, Maisondieu Lane, Brechin	DD9 6JB	22kW double outlet, smart	2014/15
50783	**Kirriemuir**	Bellies Brae Car Park, Bellies Brae, Kirriemuir	DD8 4EB	22kW double outlet, smart	2014/15
51309	**Monfieith**	Marine Drive, Monifieth	DD5 4NN	22kW double outlet, smart	2016/17
51386	**Arbroath**	Stanley Street Car Park, Arbroath (HUB Unit 1of3)	DD11 1HJ	22kW double outlet, smart	2017/18
51387	**Arbroath**	Stanley Street Car Park, Arbroath (HUB Unit 2of3)	DD11 1HJ	22kW double outlet, smart	2017/18
51551	**Arbroath**	Stanley Street Car Park, Arbroath (HUB Unit 3of3)	DD11 1HJ	50kW CCS triple outlet	2017/18
50678	**Carnoustie**	High Street Car Park, Carnoustie (HUB Unit 1of3)	DD7 6AG	22kW double outlet, smart	2017/18
50825	**Carnoustie**	High Street Car Park, Carnoustie (HUB Unit 2of3)	DD7 6AG	22kW double outlet, smart	2017/18
51530	**Carnoustie**	High Street Car Park, Carnoustie (HUB Unit 3of3)	DD7 6AG	50kW CCS triple outlet	2017/18
51542	**Montrose**	Lower Hall Street Car Park, Carnoustie (HUB Unit 1of2)	DD10 8JN	50kW CCS triple outlet	2017/18
50317	**Montrose**	Lower Hall Street Car Park, Carnoustie (HUB Unit 1of2)	DD10 8JN	22kW double outlet, smart	2017/18
51457	**Forfar**	Angus House, Orchardbank, Forfar	DD8 1AN	7kW double outlet, smart	2018/19
51469	**Carnoustie**	Carnoustie Sports Centre Car Park	DD7 7JB	7kW double outlet, smart	2018/19
51632	**Kirriemuir**	Bellies Brae Car Park, Bellies Brae, Kirriemuir	DD8 4EB	22kW double outlet, smart	2018/19
51631	**Kirriemuir**	Bellies Brae Car Park, Bellies Brae, Kirriemuir	DD8 4EB	50kW CCS triple outlet	2018/19
51630	**Monfieith**	Marine Drive, Monifieth	DD5 4NN	22kW double outlet, smart	2018/19
51928	**Arbroath**	Ladybridge Street Car Park, Arbroath	DD11 1AS	22kW double outlet, smart	2018/19
51929	**Arbroath**	Ladybridge Street Car Park, Arbroath	DD11 1AS	50kW CCS triple outlet	2018/19
51926	**Forfar**	East Greens Car Park, Forfar	DD8 3AR	22kW double outlet, smart	2018/19
51927	**Forfar**	East Greens Car Park, Forfar	DD8 3AR	50kW CCS triple outlet	2018/19
51855	**Montrose**	Baltic Street Car Park, Montrose	DD10 8ET	22kW double outlet, smart	2018/19
51854	**Montrose**	Baltic Street Car Park, Montrose	DD10 8ET	50kW CCS triple outlet	2018/19
51850	**Letham**	The Square, Letham	DD8 2PZ	22kW double outlet, smart	2018/19
51849	**Letham**	The Square, Letham	DD8 2PZ	50kW CCS triple outlet	2018/19
51931	**Brechin**	Maisondieu Lane Car Park, Brechin	DD9 6EQ	22kW double outlet, smart	2018/19
51932	**Brechin**	Maisondieu Lane Car Park, Brechin	DD9 6EQ	50kW CCS triple outlet	2018/19

52391	**Friockheim**	Friockheim Park, Friockheim	DD11 4XB	22kW double outlet, smart	2018/19
52490	**Friockheim**	Friockheim Park, Friockheim	DD11 4XB	50kW CCS triple outlet	2019/20
53245	**Brechin**	Church Street Car Park	DD9 6HB	50kW CCS triple outlet	2019/20
	Monikie	Country Park Car Park		22kW double outlet, smart	2019/20
52937	**Arbroath**	Bruce House, Wellgate, Arbroath	DD11 3TP	50kW CCS triple outlet	2019/20
52936	**Arbroath**	Bruce House, Wellgate, Arbroath	DD11 3TP	22kW double outlet, smart	2019/20
52619	**Carnoustie**	Links Avenue Car Park	DD7 7EP	50kW CCS triple outlet	2019/20
53770	**Monifieth**	Marine Drive, Monifieth	DD5 4NN	50kW CCS triple outlet	2019/20
53771	**Monifieth**	Marine Drive, Monifieth	DD5 4NN	50kW CCS triple outlet	2019/20
53246	**Kirriemuir**	Reform Street Car Park	DD8 4BS	50kW CCS triple outlet	2019/20
53216	**Forfar**	HUB at Orchard Loan, Forfar (Rapid 4 of 4)	DD8 1WS	50kW CCS triple outlet	2020/21
53217	**Forfar**	HUB at Orchard Loan, Forfar (Rapid 3 of 4)	DD8 1WS	50kW CCS triple outlet	2020/21
53218	**Forfar**	HUB at Orchard Loan, Forfar (Rapid 2 of 4)	DD8 1WS	50kW CCS triple outlet	2020/21
53219	**Forfar**	HUB at Orchard Loan, Forfar (Rapid 1 of 4)	DD8 1WS	50kW CCS triple outlet	2020/21
53220	**Forfar**	HUB at Orchard Loan, Forfar (Fast 3 of 3)	DD8 1WS	22kW double outlet, smart	2020/21
53221	**Forfar**	HUB at Orchard Loan, Forfar (Fast 1 of 3)	DD8 1WS	22kW double outlet, smart	2020/21
53222	**Forfar**	HUB at Orchard Loan, Forfar (Fast 2 of 3)	DD8 1WS	22kW double outlet, smart	2020/21
53223	**Forfar**	HUB at Orchard Loan, Forfar (Slow 1 of 2)	DD8 1WS	7kW double outlet, smart	2020/21
53224	**Forfar**	HUB at Orchard Loan, Forfar (Slow 2 of 2)	DD8 1WS	7kW double outlet, smart	2020/21
Proposed	**Birkhill**	Birkhill and Muirhead Millennium Hall	DD2 5QE	50kW CCS triple outlet	2020/21
Proposed	**Birkhill**	Birkhill and Muirhead Millennium Hall	DD2 5QE	22kW double outlet, smart	2020/21

Equality Impact/Fairer Scotland Duty Assessment Form

Step1
Name of Proposal (includes e. g. budget savings, committee reports, strategies, policies, procedures, service reviews, functions): **Recovery of Costs for Operation of Electric Vehicle Charge Points**

Step 2
Is this only a **screening** Equality Impact Assessment ~~Yes~~/**No**
(A) If Yes, please choose from the following options **all** reasons why a full EIA/FSD is not required:

(i)It does not impact on people Yes/No

(ii)It is for information only Yes/No

(iii)It is reflective e.g. of budget spend over a financial year Yes/No

(iv)It is technical Yes/No

If you have answered yes to any of points above, please go to **Step 16,** and sign off the Assessment.

(B) If you have answered No to the above, please indicate the following:

Is this a full Equality Impact Assessment **Yes**/~~No~~
Is this a Fairer Scotland Duty Assessment **~~Yes~~**/No

If you have answered Yes to either or both of the above, continue with Step 3.
If your proposal is a **strategy** please ensure you complete Step 13 which is the Fairer Scotland Duty Assessment.

Step 3

(i)Lead Directorate/Service: **Infrastructure/Roads & Transportation**

(ii)Are there any **relevant** statutory requirements affecting this proposal? If so, please describe.
No.

(iii)What is the aim of the proposal? Please give full details.

- **The aim of the proposed charging approach is to move towards a point where the growing EV network and infrastructure is financially sustainable.**
- **The proposal will introduce charging for energy usage by EV as is the case with other fuels such as petrol and diesel.**

(iv)Is it a new proposal? **Yes**/~~No~~ Please indicate OR

Is it a review of e.g. an existing budget saving, report, strategy, policy, service review, procedure or function? ~~Yes~~/**No** Please indicate

Step 4: Which people does your proposal involve or have consequences for?

Please indicate all which apply:

Employees	**Yes**/~~No~~
Job Applicants	~~Yes~~/**No**
Service users	**Yes**/~~No~~
Members of the public	**Yes**/~~No~~

Step 5: List the evidence/data/research that has been used in this assessment (links to data sources, information etc which you may find useful are in the Guidance). This could include:

Internal data (e.g. customer satisfaction surveys; equality monitoring data; customer complaints).

Not applicable.

Internal consultation (e.g. with staff, trade unions and any other services affected).

Not applicable.

External data (e.g. Census, equality reports, equality evidence finder, performance reports, research, available statistics)

Reference Regional EV Strategy, Regional EV Delivery Plan, Baseline Report and Demand Forecast are available to download from the TACTRAN website at: https://www.tactran.gov.uk/strategy_downloads.php

The EV network is open to all to use and will charged at the same rate.

External consultation (e.g. partner organisations, national organisations, community groups, other councils.

Reference Regional EV Strategy Steering Group – see above links.

Other (general information as appropriate).

Not applicable.

Step 6: Evidence Gaps.

Are there any gaps in the equality information you currently hold? ~~Yes~~**/No**

If yes, please state what they are, and what measures you will take to obtain the evidence you need.

Step 7: Are there potential differential impacts on protected characteristic groups? Please complete for each group, including details of the potential impact on those affected. Please remember to take into account any particular impact resulting from **Covid-19.**

Please state if there is a potentially positive, negative, neutral or unknown impact for each group. Please state the reason(s) why.

The EV network is open to all to use, and access does not depend on any protected characteristic.

Age

Impact: Neutral. The introduction of cost recovery by charging for EV usage has a neutral impact.

Disability

Impact: Neutral. The introduction of cost recovery by charging for EV usage has a neutral impact.

Gender reassignment

Impact: Neutral. The introduction of cost recovery by charging for EV usage has a neutral impact.

Marriage and Civil Partnership

Impact: Neutral. The introduction of cost recovery by charging for EV usage has a neutral impact.

Pregnancy/Maternity

Impact: Neutral. The introduction of cost recovery by charging for EV usage has a neutral impact.

Race - (includes Gypsy Travellers)

Impact: Neutral. The introduction of cost recovery by charging for EV usage has a neutral impact.

Religion or Belief

Impact: Neutral. The introduction of cost recovery by charging for EV usage has a neutral impact.

Sex

Impact: Neutral. The introduction of cost recovery by charging for EV usage has a neutral impact.

Sexual orientation

Impact: Neutral. The introduction of cost recovery by charging for EV usage has a neutral impact.

Step 8: Consultation with any of the groups potentially affected

If you have consulted with any group potentially affected, please give details of how this was done and what the results were.

Neutral impact, hence no consultation undertaken.

If you have not consulted with any group potentially affected, how have you ensured that you can make an informed decision about mitigating action of any negative impact (Step 9)?

Not applicable.

Step 9: What mitigating steps will be taken to remove or reduce potentially negative impacts?

Not applicable.

Step 10: If a potentially negative impact has been identified, please state below the justification.

Not applicable.

Step 11: In what way does this proposal contribute to any or all of the public sector equality duty to: eliminate unlawful discrimination; advance equality of opportunity; and foster good relations between people of different protected characteristics?

The proposal identifies the positive impact to advance equality in transport by seeking to move towards a point where the growing EV network and infrastructure is financially sustainable for the council, the wider public-sector, and the people of Angus.

Step 12: Is there any action which could be taken to advance equalities in relation to this proposal?

The EV network is open to all to use and will charged at the same rate. The introduction of any charges would need to be clearly highlighted, with a press Release, social media and website coverage, and with signs on all charging points to notify potential users of the change and the need to pay.

Step 13: FAIRER SCOTLAND DUTY – NOT APPLICABLE

This step is only applicable to **strategies** which are key, high level decisions. If your proposal is **not** a strategy, please leave this Step blank, and go to Step 14.

Links to data sources, information etc which you may find useful are in the Guidance.

Step 13(A) What evidence do you have about any socio-economic disadvantage/inequalities of outcome in relation to this strategic issue?

Step 13(B) Please state if there are any gaps in socio-economic evidence for this strategy and how you will take measures to gather the evidence you need.

Step 13(C) Are there any potential impacts this strategy may have specifically on the undernoted groupings? Please remember to take into account any particular impact resulting from **Covid-19.**

Please state if there is a potentially positive, negative, neutral or unknown impact for each grouping.

Low and/or No Wealth (e.g. those with enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future.

Material Deprivation (i.e. those unable to access basic goods and services e.g. repair/replace broken electrical goods, warm home, leisure and hobbies).

Area Deprivation (i.e. where people live (e.g. rural areas), or where they work (e.g. accessibility of transport).

Socio-economic Background i.e. social class including parents' education, people's employment and income.

Other – please indicate

Step 13(D) Please state below if there are measures which could be taken to reduce socio-economic disadvantage/inequalities of outcome.

Step 14: What arrangements will be put in place to monitor and review the Equality Impact/Fairer Scotland Duty Assessment?

As noted in Step 13(B), the importance of monitoring and evaluating outcomes from the Strategy, Action Plan and deliverables do need to be strengthened.

Step 15: Where will this Equality Impact/Fairer Scotland Duty Assessment be published?

With the published report to council committee.

Step 16: Sign off and Authorisation. Please state name, post, and date for each:

Prepared by: **Walter Scott, Service Leader – Roads & Transportation, 10 May 2021**

Reviewed by: **Doreen Phillips, Senior Practitioner (Equalities), 10 May 2021**

Approved by: **Ian Cochrane, Director of Infrastructure, 17 May 2021**

NB. There are several worked examples of separate EIA and FSD Assessments in the Guidance which may be of use to you.
