

## Cabinet

17 March 2021

Durham County Council Chargepoint  
Delivery Plan



Ordinary Decision

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### Report of Corporate Management Team

**Amy Harhoff, Corporate Director of Regeneration, Economy and Growth**

**Alan Patrickson, Corporate Director of Neighbourhoods and Climate Change**

**Councillor Carl Marshall, Cabinet Portfolio Holder for Economic Regeneration and Climate Change**

#### **Electoral division(s) affected:**

County Wide

#### **Purpose of the Report**

- 1 To adopt the Durham County Council Chargepoint Delivery Plan (CPDP) as an internal delivery plan. It sets out 5 Key Actions which will facilitate the uptake of Electric Vehicles (EVs) across County Durham for residents, business and the Council's own fleet and complement the Council's Climate Emergency Response Plan.

#### **Executive summary**

- 2 The Government has made a commitment through legislation that the country will reach net zero carbon emissions by 2050. A series of policy documents repeatedly highlights transport as the most carbon intensive sector of the UK economy, and proposes that electric vehicles (EVs) are the greatest opportunity to significantly reduce road transport emissions. Ahead of the UK hosting the Conference of the Parties (COP) in 2021, the Government has announced that new petrol, diesel and some hybrid cars and vans will be phased out by 2030, confirming the role of EVs in decarbonising road transport.
- 3 Durham County Council itself declared a climate emergency in February 2019. The national award winning Climate Emergency Response Plan (CERP) was agreed by the Council, and the accompanying Climate

Emergency Action Plan (CEAP) outlined specific areas that the Council will focus on to reduce its carbon emissions in the short term, which includes the decarbonisation of transport.

- 4 The Durham County Council Chargepoint Delivery Plan (CPDP) follows on from the CERP and sets out 5 key actions the Council will undertake to facilitate EV take up.
- 5 Working to improve chargepoint access at this relatively early stage in the switch to EVs will ensure that County Durham has the infrastructure in place to support increasing demand for chargepoints as more and more people switch to EVs, thereby making the transition as smooth as possible.
- 6 The actions in this plan form one part of a much broader national and global shift towards decarbonising vehicles. In addition to work being done locally, this shift will require the Government to invest in the rapid charging network along our strategic roads, implement a range of promotional campaigns and fiscal stimulants to lower the price of EVs, and reinforce the national grid so it provides sufficient capacity to supply chargepoints in an integrated and flexible manner. Research and innovation will also improve the efficiency of EVs and increase the range of battery storage. Ultimately, these broader national initiatives will make purchasing EVs more attractive, affordable and attainable for Durham residents.

### **Key Actions of the Chargepoint Delivery Plan**

- 7 The CPDP has 5 key actions which will help facilitate the decarbonisation of transport in line with the CERP:
  - Action 1 - Leading by example;
  - Action 2 - Develop a network of public chargepoints;
  - Action 3 - Provide charging infrastructure for the Council's fleet;
  - Action 4 - Support appropriate private sector proposals for charging infrastructure; and
  - Action 5 - Other EV opportunities: pursuing partnership, funding and education.

### **Recommendations**

- 8 Cabinet is recommended to:
  - (a) agree the adoption of the Durham County Council Chargepoint Delivery Plan as an internal delivery plan.

## **Background**

- 9 The Government has made a commitment through legislation that the country will reach net zero carbon emissions by 2050. A series of national policy documents including the Clean Growth Strategy (2017), the UK Industrial Strategy (2017) and the Road to Zero Strategy (2018) repeatedly highlights transport as the most carbon intensive sector of the UK economy. They all identify the take up of electric vehicles (EVs) as a great opportunity to significantly reduce road transport emissions.
- 10 Durham County Council declared a climate emergency in February 2019. A Climate Emergency Response Plan (CERP) has since been produced by the Council, which outlines specific areas that the Council will focus on to have the greatest impact on reducing its carbon emissions in the short term. Transport, and the decarbonisation of the Council's fleet vehicles in particular, are identified by the CERP as a key action area.
- 11 Durham County Council Chargepoint Delivery Plan (CPDP) identifies specific actions the Council will undertake to increase the chargepoint network in County Durham to facilitate the take up of EVs.

## **The Ultra-Low Emissions Vehicle Working Group (ULEV WG)**

- 12 To deliver the fundamental national and local policy shift outlined above, the Council created an officer led Ultra-Low Emissions Vehicle Working Group (ULEV WG). The ULEV WG has been meeting once a month since the beginning of 2019. The group includes officers from across the Council including Spatial Policy, Legal, Transport, Low Carbon Team, Corporate Property and Land, Procurement, Funding and Programmes and Fleet.
- 13 The purpose of the group is to ensure the Council is working in a joined-up manner when developing workstreams linked to the roll out of EV infrastructure. The group reports to the interim Head of Transport and Contract Services following each meeting. Workstreams are varied but are focused around research, funding bids and the practicalities of delivering chargepoints on the ground.
- 14 This CPDP sets a clear delivery plan and working framework for this DCC cross-departmental working group.

## **Summary of Chargepoint Delivery Plan**

- 15 The 5 key actions of the CPDP are summarised below and they describe practical actions which will enable the Council and its partners to help decarbonise transport. All subsequent actions in the CPDP are

underpinned by Action 1 which sets the principal that the Council should lead by example when facilitating the take up of EVs across the county.

### *Action 1 – Leading by Example*

- 16 The first priority for the Council in the CPDP is to lead by example. This action underpins the Council's attitude and response to the following four actions contained in the delivery plan. The Council will 'lead by example' when we provide chargepoints at Council sites, use EVs in our Council fleet, improve public chargepoint access for residents, facilitate appropriate private sector proposals and bring partners together for EV innovation, funding, EV awareness and learning opportunities.
- 17 This sector is evolving quickly so it is anticipated that the Council may need to review the Chargepoint Delivery Plan on a regular basis. Action 1 states the CPDP will need to be updated regularly to take into account changes to national policy, technology and the market for low emission vehicles.

### *Action 2 – Develop a Network of Public Chargepoints*

- 18 Durham is a large, predominantly rural county where many households do not have access to off-street parking. A big barrier for people in considering an EV for the first time is range anxiety and concern about access to charging, and in a county where 40% of households are terraced and so not likely to have access to off-street parking, the Council has a major role to play. This action therefore aims to set up a countywide charging network to enable equal opportunity for everyone to access charging infrastructure in a safe and convenient location, so that more residents feel confident making the switch to an EV. Related to this action, the Council will also produce a complimentary guidance note that sets out the safety and licensing conditions for those residents that want to charge on-street outside their homes and who don't benefit from having off-street parking.
- 19 This action recognises that many residents do not own homes with off-street parking. Some residents will be concerned about the affordability and upfront costs of purchasing new electric vehicles, which are generally higher than for a comparable petrol or diesel vehicle. The car manufacturing industry has yet to develop the same range and variety of electric vehicles for the market as are available with fossil fuel engines. There is also a lack of a second-hand market for electric vehicles which serves to discourage the take up.
- 20 However, this situation is changing quickly as manufacturers bring new models to the market, prices reduce and battery life increases. There are already 'whole life' affordability and cost benefits of buying an EV.

They are cheaper to fuel and maintain and currently there is no charge for road tax. Providing more charging options for those without off-street parking, will encourage residents to buy electric.

- 21 The Council, often working in partnership with other organisations, has led the way and has won funding from multiple sources to put 160 new public chargepoints in some of our less commercially viable areas to improve charging access. Several projects are now underway, with the first batch of 35 public chargepoints already installed across the County, on Council land. These 35-brand new chargepoints replaced 21 of the Council's ageing existing stock and provided an additional 14 new chargepoints to boost the existing public supply. These charge points were installed in January 2021 in Chester-le-Street, Consett, Seaham and Stanley. There are three chargepoints from the Council's original network remaining, which will be replaced by the end of March 2021. These three final installations will complete the Council's renewal of our own charging network with brand new, up to date chargepoints.
- 22 The locations of the remaining batches are being informed by discussions with elected members, AAP's, Town and Parish Councils and members of the public who have registered interest on the project's webpage. The next batch of 8 chargepoints due to be installed in April 2021 will include new 2 new rapid chargepoints at Belmont Park and Ride and Nevilles Cross. Later in 2021, the Weardale Electric Vehicle Accelerator (WEVA) project will see 10 new chargepoints installed in Stanhope.
- 23 This leaves a clear role for the Council in the short term in providing chargepoints in more challenging, less commercially viable areas, and in its own car parks to encourage and enable people to switch to an EV. These include town and larger village centres and employment and retail destinations where there are no existing alternatives and achieving better provision across rural and terraced areas around the county, beginning with areas where existing car ownership rates are relatively high.

### *Action 3 – Provide Charging Infrastructure for the Council's Fleet*

- 24 The Council operates a substantial fleet of vehicles for officer use, a working fleet of vans and refuse collection vehicles. Replacing these vehicles with EVs when they are due for renewal will make a significant contribution to reducing the Council's own carbon emissions and improve the visibility of EVs in the county. The Council recently purchased its first fully electric refuse collection vehicle.
- 25 The Council has provided increased charging options at 8 depots when it installed 27 new EV posts in 2020 and will continue to increase

provision at other locations in the county while continuing to replace vehicles with EVs where appropriate. The Council has costed plans to redevelop the Morrison Busty depot as a low carbon site. The Council will also explore options to provide charging solutions for essential DCC vehicles that are required to be kept at officers' homes overnight.

*Action 4 - Support appropriate private sector proposals for charging infrastructure*

- 26 Many private sector chargepoints fall under permitted development rights and so the Council does not have control over where they should be located. Where permission is required, such as for purpose-built EV charging stations, the Council will work in a proactive way with private operators to facilitate an appropriate location. This will help support a greater range of charging options around the county.
- 27 Businesses are increasingly interested in switching to EVs due to their lower running costs and environmental benefits. The Council will work with interested businesses to share information and support them to make the switch.

*Action 5 – Other EV Opportunities: Pursue partnerships, funding and education*

- 28 As the Government is keen to facilitate the switch to EVs nationally, it has offered financial support through loans and grants for vehicles, chargepoints, and trials of new charging solutions. The Council, working in partnership with multiple private and public sector organisations, has been successful in bidding for these funds, with funding secured for 160 chargepoints to support people without access to off-street parking, to redevelop the Morrison Busty depot as a low carbon site and a to provide a rapid chargepoint for taxis in Chester-le-Street. The Council will continue to monitor relevant funding opportunities and prepare bids where appropriate.
- 29 Greater knowledge about the benefits of EVs and financial help available will help to increase EV uptake in County Durham. Many people are not aware of how EV's work and the benefits of EVs. People are unfamiliar with where to charge; how much it will cost and how often they will need to charge EVs. More information should be provided on the potential benefits in reducing noise and air pollution in our towns and villages and the potential 'whole life' affordability costs of buying an EV.
- 30 The Council is therefore committed to disseminating the latest information and best practice on Ultra-Low Emission Vehicles (ULEVs), including via the Council's website for the benefit of its partners,

residents and businesses. The following information will be continually updated:

- information related to ULEV innovation, research, projects and events;
- funding initiatives to help residents and business access funding opportunities for new EV infrastructure; and
- locational information and links on where residents and business can access chargepoints in the county.

31 Though the Council has bid for funding for both taxis and buses too, the Council's ability to influence change is reduced for these sectors. The role of the Council in these sectors is mainly working in partnership with the Joint Transport Committee and private bus and taxi companies to help them co-ordinate funding opportunities. Working within the region is also covered in Action 5.

## **Conclusion**

32 By pursuing and implementing these 5 Key Actions, the Council will increase the number and quality of chargepoints across the county. This will help achieve local and national de-carbonisation targets, improve air quality, and make financial savings for the Council in the long term.

33 Working to improve chargepoint access at this relatively early stage in the switch to EVs will ensure that County Durham has the infrastructure in place to support increasing demand for chargepoints as more and more people switch to EVs, thereby making the transition as smooth as possible.

## **Next steps**

34 Once adopted by Cabinet, the ULEV working group will use the CPDP as an internal delivery plan, implementing the 5 Key Actions to facilitate the delivery of the necessary chargepoints in the County in the short to medium term.

35 This sector is evolving quickly so it is anticipated that the Council may need to review the Chargepoint Delivery Plan on a regular basis. Action 1 states the CPDP will need to be updated regularly to take into account changes to national policy, technology and the market for low emission vehicles.

## **Authors**

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## **Appendix 1: Implications**

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### **Legal Implications**

Planning applications and traffic regulation orders to be processed for respective projects where required.

Legal, Corporate Land and Property and Procurement attend the ULEV WG so have an oversight of all workstreams related to the Chargepoint Delivery Plan. They have all been involved in all procurement contracts relating to the chargepoint installation.

### **Finance**

The Council was awarded £263,000 as part of a £3.5 million project that has the potential to deliver 100 new EV charging posts in Durham as part of the Scaling on Street Charging Infrastructure (SOSCI) fund. Finance from this project enabled the Council to appoint an EV Officer who has now been in post for 10 months and is leading in delivering this and other EV projects on behalf of the Council.

Ongoing maintenance costs for the new infrastructure, will be paid by suppliers of chargepoints and will be taken from ongoing revenues. The charge posts will be cost neutral for the Council.

The Council has now installed Chargepoints at its key depot sites and this provision will need to be increased rapidly to enable the Council to electrify the fleet. The Low Carbon team is currently working out detailed business plans to predict the likely financial impact of these additional chargepoints. These costs will need to be considered against the maintenance and fuel saving costs that going electric will achieve.

Early work has demonstrated that fuel savings would vary for different vehicle types. However, a saving of 50% on fuel savings across the different fleet vehicle types would be a reasonable assumption.

### **Consultation**

The requirement for a public consultation was screened out by COG who classified the CPDP as a category two project so there was no requirement to undertake public consultation as it has been developed to support the Climate Emergency Response Plan that was subject to a full public consultation.

Specific site consultations for new infrastructure are occurring as part of the SOSCI (Scaling on street Charging infrastructure) project, where the lead project officer is engaging with the Area Action Partnerships (AAPs) elected members and local Town and Parish Councils.

At the recent online AAP events, access to EV chargepoints was raised on a number of occasions as a key issue for local communities.

## **Equality and Diversity / Public Sector Equality Duty**

The document has been subject to EQIA (Appendix 2) with accessibility groups targeted for consultation. The Chargepoint Delivery Plan has potential to have impacts on all protected characteristic groups but the actions should have a particularly positive impact on all groups. The Council, via the Chargepoint Delivery Plan, has a major role to play in enabling residents who live in terraced properties equal opportunity to accessing chargepoints.

Issues were raised in the EQIA, the Equalities team about running charging cables across the footway. This issue will inform a separate but complimentary Council guidance note that sets out the safety and licensing conditions for those residents that want to charge on-street outside their homes and who don't benefit from having off-street parking. This safety guidance should ensure that there is no detrimental impact on any groups.

## **Climate Change**

The project has significant carbon saving potential and will positively contribute to both Council and countywide carbon reduction targets.

The Chargepoint Delivery Plan responds to the Council's declaration of a climate emergency, the Climate Emergency Response Action Plan and how the Council has ambitions to switch to more sustainable transport modes, including Electric Vehicles. The Council recognises that switching to zero carbon buses and taxis could also help support the reduction of carbon emissions in the county.

## **Human Rights**

None.

## **Crime and Disorder**

None.

## **Staffing**

All officers including specialist EV officer are already in post.

## **Accommodation**

A key way to help ensure Council buildings become carbon neutral is through the development of onsite chargepoints to promote the electrification of the fleet and pool cars as well as encouraging Council staff to purchase EVs.

## **Risk**

There is a risk of not complying with carbon reductions targets in the Climate Emergency Response Plan if the CPDP is not adopted and implemented.

## **Procurement**

Officers from procurement are active members of the ULEV WG have been working on procurement and contract issues related to both the SOSCI project and other projects developing as part of the ULEV WG.

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## Appendix 2: Equality Impact Assessment

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### Durham County Council Equality Impact Assessment

**NB:** The Public Sector Equality Duty (Equality Act 2010) requires Durham County Council to have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity and foster good relations between people from different groups. Assessing impact on equality and recording this is one of the key ways in which we can show due regard.

#### Section One: Description and Screening

<b>Service/Team or Section</b>	Regeneration and Economic Growth
<b>Lead Officer</b>	Peter Ollivere
<b>Title</b>	EV Chargepoint Delivery Plan
<b>MTFP Reference (if relevant)</b>	N/A
<b>Cabinet Date (if relevant)</b>	N/A
<b>Start Date</b>	17 <sup>th</sup> November 2020
<b>Review Date</b>	Prior to adoption

#### Subject of the Impact Assessment

Please give a brief description of the policy, proposal or practice as appropriate (a copy of the subject can be attached or insert a web-link):

The delivery plan has been produced to guide and support the decarbonisation of road transport in County Durham. It is a priority of this plan to encourage the uptake and use of electric vehicles. In order for people to be willing to choose an electric vehicle there needs to be sufficient chargepoints in the county to ensure confidence in the move from petrol and diesel vehicles.

As part of the plan DCC aims to replace its own vehicles with electric vehicles (EVs) and so sufficient charging infrastructure will be needed around the county to support this transition. Much of the county's housing is terraced streets with no off-street parking, so provision for these households is also essential if petrol and diesel cars are to be phased out as early as 2030, as proposed by government.

The document sits under the Council's Climate Emergency Response Action Plan, which sets out how the Council will decarbonise key areas, including transport, in the short term (2020-22).

Who are the main stakeholders? (e.g. general public, staff, members, specific clients/service users):

General public, Council officers (particular those who regularly use a DCC vehicle or who drive to work), businesses

### Screening

Is there any actual or potential negative or positive impact on the following protected characteristics?

Protected Characteristic	Negative Impact Indicate: Y = Yes, N = No, ? = unsure	Positive Impact Indicate: Y = Yes, N = No, ? = unsure
Age	N	N
Disability	Y	Y
Marriage and civil partnership (workplace only)	N	N
Pregnancy and maternity	N	N
Race (ethnicity)	N	N
Religion or Belief	N	N
Sex (gender)	N	N
Sexual orientation	N	N
Transgender	N	N

Please provide **brief** details of any potential to cause adverse impact. Record full details and analysis in the following section of this assessment.

The impact of the installation of the charging units may have implications for disabled access – disabled parking bays should not be lost to provide EV chargepoints, but equally blue badge holders should be able to access vehicle charging.

Action 2 refers to the requirement for some separate Council guidance for resident's home charging where they don't have off-street parking. This may result

in charging cables being ran across footpaths. This has the potential to have adverse impacts on wheelchair users or those with visual impairments, which will be addressed in the forthcoming safety and licensing guidance for residents.

The plan suggests that training could be required for staff on how to drive an electric vehicle more efficiently. This could have a greater impact on officers who have learning difficulties or mental health problems. To mitigate this, reasonable adjustments will be incorporated into any training provided.

How will this policy/proposal/practice promote our commitment to our legal responsibilities under the public sector equality duty to:

- eliminate discrimination, harassment and victimisation,
- advance equality of opportunity, and
- foster good relations between people from different groups?

The plan's aim is to make electric vehicles more accessible with the goal of decarbonisation of road transport. The long term impacts will have positive health impacts for all groups, specifically those with disabilities or health conditions related to respiratory systems.

The plan identifies that there is disparity in access to electric vehicles due to the upfront costs and scattered access to charging facilities, the plan includes actions to address these. These specific actions will have equality considerations also, e.g. proposals to improve access for areas of terraced housing and other parts of the county where there is currently less demand for electric vehicles due to socio-economic factors. Work carried out under the plan will provide a chargepoint in each county to ensure roughly equal provision countywide.

One of the Actions refers to the production of a separate but complimentary Council guidance note that sets out the safety and licensing conditions for those residents that want to charge on-street outside their homes and who don't benefit from having off-street parking. This safety guidance should ensure that there is no detrimental impact any groups.

The proposal to help staff to get their own EV through the Council's salary sacrifice scheme may disadvantage women, as they are more likely to work part time and so have a lower salary and therefore less disposable income to use on a new vehicle.

## Evidence

What evidence do you have to support your findings?

Please **outline** your data sets and/or proposed evidence sources, highlight any gaps and say whether or not you propose to carry out consultation. Record greater detail and analysis in the following section of this assessment.

The Chargepoint Delivery Plan aims to improve chargepoint access in the county and therefore help its communities, economy and environment. It aims for equality

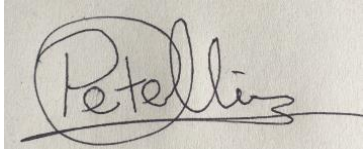
of opportunity across all equality protected characteristics. There is national, regional and local evidence available which shows that people from protected groups can face barriers in employment, access to services and information, participation in decision making and in consultation.

Data on the type and distribution of housing around the county shows that many households will be unable to install a chargepoint due to lack of a designated parking space.

### Screening Summary

On the basis of this screening is there:	Confirm which refers (Y/N)
Evidence of actual or potential impact on some/all of the protected characteristics which will proceed to full assessment?	Y
No evidence of actual or potential impact on some/all of the protected characteristics?	N

### Sign Off

Lead officer sign off: 	Date: 18 <sup>th</sup> November 2020
Service equality representative sign off: Ruth Ashton	Date: 19.11.20

If carrying out a full assessment please proceed to section two.

If not proceeding to full assessment please return completed screenings to your service equality representative and forward a copy to [equalities@durham.gov.uk](mailto:equalities@durham.gov.uk)

If you are unsure of potential impact please contact the corporate research and equalities team for further advice at [equalities@durham.gov.uk](mailto:equalities@durham.gov.uk)

## Section Two: Data analysis and assessment of impact

Please provide details on impacts for people with different protected characteristics relevant to your screening findings. You need to decide if there is or likely to be a differential impact for some. Highlight the positives e.g. benefits for certain groups, advancing equality, as well as the negatives e.g. barriers for and/or exclusion of particular groups. Record the evidence you have used to support or explain your conclusions. Devise and record mitigating actions where necessary.

Protected Characteristic: <b>Age</b>		
What is the actual or potential impact on stakeholders?	Record of evidence to support or explain your conclusions on impact.	What further action or mitigation is required?

Protected Characteristic: <b>Disability</b>		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?
<p>The Chargepoint Delivery Plan will increase provision of chargepoints for all groups, including disabled people. Accessibility of CPs to disabled people will be addressed in a separate document, the Parking &amp; Accessibility SPD.</p> <p>If training on efficient driving of EVs is provided to Council officers as vehicles are replaced over time, staff with learning difficulties etc may need more support.</p>	<p>County Durham has a higher percentage of permanently sick and disabled people than the North East average, representing nearly a quarter of the overall population.</p>	<ol style="list-style-type: none"> <li>1. Reasonable adjustments will be made where required</li> <li>2. Extra support with training on efficient use of EVs should be provided to staff who have disclosed a learning difficulty.</li> <li>3. Highlight the need to consider those with visual and mobility impairments in guidance for residents</li> </ol>

Protected Characteristic: <b>Marriage and civil partnership (workplace only)</b>
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What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

Protected Characteristic: <b>Pregnancy and maternity</b>		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

Protected Characteristic: <b>Race (ethnicity)</b>		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

Protected Characteristic: <b>Religion or belief</b>		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

Protected Characteristic: <b>Sex (gender)</b>		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

Protected Characteristic: <b>Sexual orientation</b>		
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What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

Protected Characteristic: <b>Transgender</b>		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

### Section Three: Conclusion and Review

#### Summary

<p>Please provide a brief summary of your findings stating the main impacts, both positive and negative, across the protected characteristics.</p>
<p>This is an equality impact assessment of the Chargepoint Delivery Plan which has been produced in line with Government policy. The Plan aims to provide a significant increase in chargepoint numbers in the county, and will sit under the County’s Climate Emergency Response Plan. It aims to promote equality through its actions and improve access to chargepoints for electric vehicles in the county and therefore make communities more sustainable with greater options for how they travel.</p> <p>The Chargepoint Delivery Plan has potential to have impacts on all protected characteristic groups but the actions should have a particularly positive impact on all groups. This EQIA sets out potential negative impacts on disabled people, with specific actions suggested as to how these impacts will be addressed or mitigated.</p>

<p>Will this promote positive relationships between different communities? If so how?</p> <p>Better chargepoint access will make communities more sustainable. Sustainable communities are communities in which people wish to live work and spend time - “They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.”</p>
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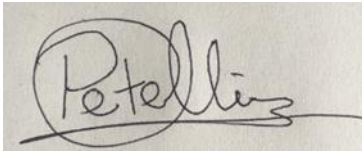
### Action Plan

Action	Responsibility	Timescales for implementation	In which plan will the action appear?
Cross-reference the Parking and Accessibility SPD in the Plan, to clarify that the SPD will address the issue of chargepoint access for disabled people.	Spatial Policy Team	2021	Parking & Accessibility SPD

### Review

Are there any additional assessments that need to be undertaken? (Y/N)	N
When will this assessment be reviewed? Please also insert this date at the front of the template	Prior to adoption

### Sign Off

Lead officer sign off: 	Date: 19.11.20
Service equality representative sign off: Ruth Ashton	Date: 19.11.20

Please return the completed form to your service equality representative and forward a copy to [equalities@durham.gov.uk](mailto:equalities@durham.gov.uk)