

Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report	X	Final report	
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 (Tick as appropriate)

1. Title of proposal

Electric Vehicle (EV) Charging Bays

2. What will change as a result of this proposal?

Project Overview

- Approve the recommendation that new tariffs will be applied to all existing Council owned Electric Vehicle (EV) chargers that are available for public use, which are currently free of charge.
- Revise enforcement procedures and prepare for enforcement commencement in 2022.
- Confirm and proceed with plans to prepare separate Traffic Orders for on-street and off-street EV charging bays.
- Utilise funding to install future EV charging bays beyond the first phase of the programme [On-Street Residential Chargepoint Scheme](#) (ORCS), provided by the UK Government.
- Finalise amended existing street design guidance to include EV charging information and in addition create a standalone EV factsheet for designers.

3. Briefly describe public involvement in this proposal to date and planned

The statutory Traffic Regulation Order (TRO) process includes a consultation period allowing anyone to make representations in support of or in opposition to the proposals. The formal advertisement of this traffic order to the general public was undertaken between 19 November and 10 December 2021. Plans showing the advertised proposals with the location of the EV bays were advertised [online](#). The comments received from the general public were taken into consideration in determining whether to proceed with or reject the proposed locations. Further phases will also result in a public consultation as more locations are established and the EV charging bay project progresses.

Through the development of the Street Design Guidance factsheet for EV charging bays the Edinburgh Access Panel and other stakeholders were involved in a workshop on 22 February 2022 with a focus on the physical accessibility of charging

units for users of all ability. The feedback from which is informing factsheet detailing covering, for example, bay widths and lengths and the positioning of the charging units.

4. Is the proposal considered strategic under the [Fairer Scotland Duty](#)?

*The Fairer Scotland Duty places a legal responsibility on particular public bodies in Scotland to actively consider ('pay **due regard**' to) how they can **reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions.** **Socio-economic disadvantage** means living on a low income compared to others in Scotland, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services. Socio-economic disadvantage can be experienced in both places and communities of interest, leading to further negative outcomes such as social exclusion.*

This proposal is considered strategic under the Fairer Scotland Duty as the changes to the existing EV infrastructure will be mainly positive. As the introduction of future EV charging bays increases more accessible locations have been identified, including some in areas of deprivation offering a cheaper alternative and more sustainable option to fuel. Work to introduce EV charging bays for exclusive use by car club vehicles, meaning individuals do not need to own EVs to benefit from using clean EVs on a pay-as-you-use basis; which also helps to reduce vehicles numbers on the network

Phase 1 of the project will see the introduction of EV charging bays in Leith
Phase 2 of the project will see charging bays created in Northfield and Oxfangs.

5. Date of IIA

18 November 2021 (scope meeting)

6. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)

Name	Job Title	Date of IIA training
Steven Murrell	Senior Transport Team Leader	
Laurie Taylor (Project lead)	Transport Officer Parking Development	
Paul Bathgate (Facilitator and report writer)	Transport Officer Parking Development	August 21
Gavin Graham	Parking Traffic and Regulation Manager	
Joanne Yorkston	Transport Officer Parking Contracts	2020

Ruth Muir	Transport Officer Parking Contracts	August 21
Mhairi Kerrouchi	Parking Services Customer Care	

7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
Data on populations in need	2011 Census - Office for National Statistics (ons.gov.uk) Scotland's Population National Records of Scotland (nrsotland.gov.uk) Scottish Index of Multiple Deprivation 2020 - gov.scot (www.gov.scot)	The City of Edinburgh has one of the fastest growing populations of any city in the UK and the city is projected to grow by a further 6.6% by 2026. Although the city centre has a lower share of its population over 65 years of age (12%), the wider city region has a significantly higher share (22%) than Edinburgh and Scotland (19%).
Data on service uptake/access	ChargePlace Scotland Scotland's Public EV Charging Network	EV charging location map
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	Scottish Index of Multiple Deprivation 2020 - gov.scot (www.gov.scot) 20200930 Poverty in Edinburgh- Data and evidence.pdf (edinburghpovertycommission.org.uk)	Details provided include statistical data highlighting areas of high poverty in Edinburgh
Data on equality outcomes	SSEN Equal Electric Vehicles - Impact findings 2020	'According to forecasts by Ricardo in their 2020 report for Motability8 , by 2035, up to 50% (1.35 million) of all drivers or passengers with a disability (estimated at 2.7 million) are expected to be partially or wholly reliant on public EV charging infrastructure. Nearly a million of these disabled drivers are unlikely to be able to charge

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		their vehicle at home. It is therefore imperative that public charging infrastructure is made accessible to vulnerable drivers, so they are able to fully benefit from the EV revolution’
Research/literature evidence	Appendix A - IIA off street EV charge points.pdf (portsmouth.gov.uk)	Portsmouth Council prepared an IIA before the commencement of their EV on-street charging bays implementation, main impact for the first stage implementation was on taxi drivers
Public/patient/client experience information		
Evidence of inclusive engagement of people who use the service and involvement findings	Finance and Resources Committee October 2019 Transport and Environment Committee – Business Bulletin: Electric Vehicle (EV) On Street Charger Project Update (14 October 2021) Transport and Environment Committee – Electric Vehicle Infrastructure: Business Case (4 October 2018) Guide to charging electric vehicles - Energy Saving Trust Energy Saving Trust Electric Vehicle Infrastructure An Investment Case for Edinburgh	<p>Previously agreed tariffs from 2019</p> <p>Business Bulletin October 2021</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
Evidence of unmet need	<p>Competition and Markets Authority - Final Report EV Charging - GOV.UK</p> <p>https://www.edinburgh.gov.uk/pollution/local-air-quality-management/1</p> <p>Energy Saving Trust Electric Vehicle Infrastructure An Investment Case for Edinburgh</p>	<p>Importance of on-street charging</p> <p>3.10 ‘On-street charge points are an important form of charging for over a quarter of drivers estimated to have no off-street parking it is more convenient, cheaper and provides more flexibility to the electricity network than other options like rapid charging. For these reasons, while a broad mix of different public charging options is likely to be needed, on-street charging is an important part of building a comprehensive network that meets peoples’ needs. Lack of off-street parking particularly impacts city and urban areas and especially those in social housing (57% of households in social sector houses do not have off-street parking and 86% of households in social sector flats do not have off-street parking.’</p> <p>5.5 ‘There is also variation in charge point distribution between LAs. For example, in Scotland, Dundee has a ratio of 80 charge points per 100,000 people but Edinburgh only has a ratio of 24. Similar variations can be found across local authorities in England, Wales and Northern Ireland’</p>
Good practice guidelines	<p>City Mobility Plan 2030 - The City of Edinburgh Council</p> <p>City Plan 2030 – The City of Edinburgh Council</p>	<p>Movement Policy 31: Cleaner Vehicles</p> <p>Encourage the switch to cleaner vehicles by supporting the growth of electric vehicle infrastructure, including the development of a citywide charging network, and monitoring progress in other low and zero emission technologies.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
	Report on Public Electric Vehicle (EV) infrastructure in Scotland - Opportunities for Growth	
Carbon emissions generated/reduced data	The case for electric vehicles Local Government Association	The environmental benefits and the groups of people likely affected are mentioned throughout the document
Environmental data	Guide to charging electric vehicles - Energy Saving Trust https://www.edinburgh.gov.uk/pollution/local-air-quality-management/1	<p>Full explanation of the various types of chargers available throughout the and private network</p> <p>Air quality data for Edinburgh shows the importance of a green and clean public transport system.</p>
Risk from cumulative impacts		
Other (please specify)	The City of Edinburgh Council - Street Design Guidance	Existing street design guidance for designers and developers. This will be modified to include a standalone EV charging a factsheet.
Additional evidence required		

8. In summary, what impacts were identified, and which groups will they affect?

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Positive</p> <ul style="list-style-type: none"> Reduced emissions and improve air quality and in turn have a positive effect on health on everyone, particularly of those most at risk of respiratory illness including older people/pensioners and children (including unborn children). This is the most significant positive impact of the introduction of EV charging bays and will have health and wellbeing benefits for a large population of residents, workers, and visitors to the area over a long period of time therefore, the magnitude of the effect is substantial. 	<p>All particularly children, pregnant women, disabled people and older people.</p>

<ul style="list-style-type: none"> Improved air quality within Edinburgh makes the city a more pleasant places to work particularly for those working outdoors (e.g. market traders, street cleaners etc) including staff of restaurants/cafes with outdoor seating areas. EV charging bays are being designed to be accessible for all. <p>Negative</p> <ul style="list-style-type: none"> Potential loss of space for existing residents due to the carriageway reallocation of space for EV charging bays. Potential security concern regarding locations and wellbeing of the vulnerable for example dark poorly lit parking spaces. All signage in English, no alternative Potential trip hazards. Literacy and numeracy understanding required to understand new tariff and rates information. <p>Mitigation.</p> <ul style="list-style-type: none"> EV charging bays will be located in well-lit areas and in most cases existing parking provision are already in place nearby. All Traffic Regulation Orders (TRO) are advertised publicly and all residents and business owners are able to object to location proposals. EV charging bay signage will be similar to that of existing parking signage across city. 	<p>Businesses, All.</p> <p>People with protected characteristics.</p> <p>Existing resident's permit holders.</p> <p>Women, Young People, Elderly.</p> <p>People with protected characteristics.</p>
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<p>Environment and Sustainability including climate change emissions and impacts</p> <p>Positive</p> <ul style="list-style-type: none"> Interventions that reduce local air pollution are likely to generate a positive effect on reducing factors contributing to climate change through reduced greenhouse gas emissions. EV help to limit inner-city background noise. Lower noise pollution is anticipated to have health and productivity benefits. Multiple charging bays to be implemented at park and ride locations of the city boundary helping to reduce commuting into the city and pollution. The electricity used is sourced from the grid using renewable sources. 	<p>Affected populations</p> <p>All</p>
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<p>Negative</p> <ul style="list-style-type: none"> • Noise during the construction phase. • Noise pollution of doors slamming throughout the night and potential for drivers to converge and disturb residents or business owners. Indirect negative (from EV us) <p>Indirect negatives associated with general EV use</p> <ul style="list-style-type: none"> • Electric vehicle batteries create potential issues of pollution (mining or rare metals at source, safe disposal of batteries beyond their battery life). • The need to reduce vehicle use regardless of how they are powered. • EV release harmful particulates from brakes and tyres. <p>Mitigation</p> <ul style="list-style-type: none"> • The ability to decide on specific hours of operation for EV charging bays will help minimise disruption to residents yet maximise efficiency. 	
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<p>Economic including socio-economic disadvantage</p> <p>Positive</p> <ul style="list-style-type: none"> • Electricity is cheaper than petrol and diesel to run a vehicle. • Provides employment opportunity for installation and maintenance. • Future proposed Car Club EV charging bays will offer a pay as you go service to users so there will be no need for EV ownership. <p>Negative</p> <ul style="list-style-type: none"> • Cost of owning an electric vehicle. • Electricity cost during certain times of day may be more expensive than others. • Potential for tariffs to increase if electricity prices increase. • Chargers that are now free to use will become fee based in future. <p>Mitigation</p> <ul style="list-style-type: none"> • Government funding initiatives to help with the cost of purchasing a new EV. 	<p>Affected populations</p> <p>Older people Men Women Young people Disabled people Ethnic minorities Refugees People affected by poverty or on low income</p>
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<ul style="list-style-type: none"> • Locations are proposed across the city both in the city centre and positioned at the city boundaries. • Support Car Club with EV charging bays giving the public a pay as you use driving option. 	
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9. Is any part of this policy/ service to be carried out wholly or partly by contractors and if so how will equality, human rights including children’s rights, environmental and sustainability issues be addressed?

After a robust procurement process BP Pulse were awarded the contract for installation works, Scottish Power Energy Network (SPEN) will also carry out works on the network as required. Where contractors are used, as part of the Council’s procurement process due regard is required to be given to ensure peoples equal environmental and sustainability impacts when undertaking work on behalf of the Council.

10. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.

The project has developed a Communication and Stakeholder Strategy to inform residents, businesses and stakeholders of progress on all workstreams. These communications are undertaken in the following way. The Council also offers an Interpretation and Translation service, which provides interpreters and translations to people who cannot speak English, have problems understanding English, or have a sight or hearing loss. The translations and interpretations are available in a wide range of different languages including British Sign Language, Braille, Large print and Audio.

- a) Project website
- b) Social media channels
- c) Communications plan in place
- d) Instructional video being created on the use of the charging equipment
- e) Translation service

Review to be conducted after phase one implementation and based on feedback, if any.

11. Is the policy likely to result in significant environmental effects, either positive or negative?

As part of the City Mobility Plan a Strategic Environmental Assessment (SEA) was carried out. The SEA concluded that the cumulative impacts of introducing EV charging bays with other policies and strategies, such as the City Mobility Plan and Edinburgh City Centre Transformation, would generally be positive.

12. Additional Information and Evidence Required

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

N/A

13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) Please complete:

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and job title)	Deadline for progressing	Review date
Monitor how communications and literature are made available to reach all populations	Laurie Taylor	June 22	Aug 22

14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?

N/A – all negative impacts have been mitigated – see IIA checklist

15. How will you monitor how this proposal affects different groups, including people with protected characteristics?

Consultation will be publicised in line with literature on how to reach all groups, so people with protected characteristics will be able to give their views.

While working with Transport Scotland and the Energy Savings Trust, the Council will continue to monitor the uptake EV Support Funds and other related retrofit funds.

16. Sign off by Head of Service

Name Gavin Brown

Date 11/04/2022

17. Publication

Completed and signed IIAs should be sent to

strategyandbusinessplanning@edinburgh.gov.uk to be published on the IIA directory on the Council website www.edinburgh.gov.uk/impactassessments

Edinburgh Integration Joint Board/Health and Social Care

sarah.bryson@edinburgh.gov.uk to be published on the www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/