

Section 4 Integrated Impact Assessment

Summary Report Template

Interim report		Final report	X
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1. Title of proposal

Parking Action Plan – Sustainable Electric Vehicle (EV) charging model

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

Project Overview

Develop, in partnership with EV operators, a commercially sustainable model for delivering publicly available EV charging hubs at strategic locations in the city.

We will work with EV operators to identify a strategic approach to providing charging infrastructure in the city that supports the forecast growth in EV numbers, whilst managing the level of private vehicle use. This will also ensure that we do not subsidise the charging of EVs using public funds, and that pricing is agile enough to reflect market price fluctuations for electricity.

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

Building on the City Mobility Plan (which was the result of over three years of discussion with citizens and stakeholders via workshops, meetings, surveys, presentations, focus groups and drop-in events), this Parking Action Plan action will strive to achieve a sustainable model to ensure delivery of publicly available EV charging bays across the city.

Furthermore, the draft Parking Action Plan has also been discussed with internal stakeholders, elected members and the city's Transport Forum - a stakeholder grouping made up of experts, citizens and interested parties and chaired by the Council's Convener for Transport and Environment.

The draft Parking Action Plan was presented to the Transport and Environment Committee on 2 February 2023 where it was approved for further consultation along with the other transport Action Plans which are connected to the City Mobility Plan.

Traffic Regulation Orders (TRO) are required to enable enforcement of EV parking bays within and out with the Controlled Parking Zone (CPZ). This process includes a pre-TRO consultation period, followed by a statutory consultation period allowing the public to make representations in support of or object to the proposals. Comments are sought from the emergency services and other stakeholders in advance of public consultation.

Formal advertisements of traffic orders to the general public are communicated online, via local press, and street notices are erected on existing street furniture within affected streets, with Community Councils and Councillors also informed of the proposals. These methods increase awareness to local residents and businesses and provide them with opportunity to object or support the proposals. Comments received from the public are taken into consideration before determining whether to proceed with or abandon any proposals.

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 and may hopefully help improve access to services.

5. Date of IIA

8 December 2022 (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 (Lead officer)	Senior Transport Team Leader	
Paul Bathgate (Facilitator and report writer)	Transport Officer Parking Development	August 2021
Laurie Taylor	Transport Officer Parking Development	
Brandon Jardine	Transport Technician Parking Development	

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 and to the environmental impacts of your proposal
Data on populations in need	2011 Census - Office for National Statistics Scotland's Population - National Records of Scotland	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.
Data on service uptake/access	None	
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	Scottish Government - Scottish Index of Multiple Deprivation 2020 Edinburgh Poverty Commission - Poverty in Edinburgh data and evidence	<p>Details provided include statistical data highlighting areas of poverty in Edinburgh</p> <p>An area within the CPZ in the Old Town is one of the top 20% most deprived areas in the country.</p>
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 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	Electric vehicle charging points – The City of Edinburgh Council	

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
	<p>Charge Place Scotland Scotland's Public EV Charging Network</p> <p>bp pulse EV Charging Solutions</p> <p>CoMoUK Electric Vehicles in Car Clubs</p> <p>The Highway Code - Waiting and parking (238 to 252) - Guidance - GOV.UK (www.gov.uk)</p>	
Public/patient/client experience information	None	
Evidence of inclusive engagement of people who use the service and involvement findings	<p>The City of Edinburgh Council - City Mobility Plan IIA</p> <p>The City of Edinburgh Council Implementing Electric Vehicle Charging Points March 2022</p> <p>The City of Edinburgh Council - Delivering the local transport strategy Parking Action Plan (2014-2019)</p> <p>Finance and Resources Committee October 2019</p> <p>Transport and Environment Committee – Business Bulletin: Electric Vehicle</p>	<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 and to the environmental impacts of your proposal
	Case study - Plugged-in Communities Transport Scotland	
Good practice guidelines	The City of Edinburgh Council – Edinburgh Design Guidance Traffic Signs and General Directions (TSRGD) Traffic Signs Manual - Chapter 3 (Gov.uk)	Existing street design guidance for staff and those implementing on-street works. Note an EV Charging factsheet is being finalised spring 2023 for inclusion to the Edinburgh Design Guidance.
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	Air Quality Action plan – The City of Edinburgh Council Low Emissions Zones Regulations 2021 The City of Edinburgh Council - Low Emission Zone Integrated Impact Assessment October 2021	<p>Road transport produces 23% of all carbon dioxide (CO₂) produced in Edinburgh (Source: DECC). It also produces harmful emissions (NO_x and PM₁₀) which contribute to poor air quality and severe health problems. There are now six Air Quality Management Areas in Edinburgh, each centred around major traffic corridors.</p> <p>The Council has introduced a Low Emissions Zone and enforcement is expected to commence on 1 June 2024 in the city centre.</p>
Risk from cumulative impacts		
Other (please specify)	None	

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
Additional evidence required	None	

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 improved air quality have a positive effect on the health of everyone, particularly 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 further EV charging infrastructure 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. • Improved air quality will greatly help children and young people, as poor air quality can damage lung development and can result in breathing conditions such as asthma. • Improved air quality within Edinburgh makes the city a more pleasant place to work particularly for those working outdoors (e.g. market traders, street cleaners, staff at restaurants/cafes with outdoor seating areas). • EVs are compliant with future low emission zones (LEZ). <p>Negative</p> <ul style="list-style-type: none"> • Potential loss of space for residents with non EV due to the carriageway reallocation of space for EV charging. • All signage to be in English, with no alternative. • Potential trip hazards. • Literacy and numeracy understanding required to understand new tariff and rates information. 	<p>Existing residents People with protected characteristics.</p> <p>Young People</p> <p>Businesses</p> <p>People with protected characteristics.</p>

<ul style="list-style-type: none"> • Charging points do not always work and may not enable users to charge when required. • Charging cables may be too heavy for the elderly or infirm to operate. • There is no transition from footway to carriageway. • Mobile phones are required to contact customer support for main operators such as Charge Place Scotland (CPS). • Potential security concern regarding locations and wellbeing of the vulnerable, for example dark poorly lit parking spaces. <p>Mitigation</p> <ul style="list-style-type: none"> • Traffic Regulation Orders (TRO) are advertised publicly and all residents, businesses and any interested party are able to comment on or object to proposals. • EV signage is similar to that of the rest of the UK. • Four locality hubs are accessible across the city where residents can seek assistance gaining online access. • Learning to drive and purchasing, running and insuring a vehicle all require a good level of literacy and numeracy. • Parking Attendants patrolling EV bays both within and out of the Controlled Parking Zones offer a visual presence and additionally enhances fault reporting capabilities of the Council. • Dropped kerb transitions are being piloted at present with an EV Street Design Guidance factsheet being finalised spring 2023. 	<p>People with protected characteristics.</p> <p>Disabled</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. • EVs help to limit inner-city background noise. Lower noise pollution is anticipated to have health and productivity benefits. • Better management of kerbside space, through EV charger provision, can help reduce air and noise pollution. 	<p>Affected populations</p> <p>All</p>
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<ul style="list-style-type: none"> • Road tax is currently free for EV, which is the case until 2025. • Web pay facilities enable online payments. • EV owners are entitled to cheaper residents parking permits. <p>Negative</p> <ul style="list-style-type: none"> • Cost of owning an electric vehicle and maintenance is high. • Anyone experiencing financial hardship will find it hard to benefit (unless they are a car club member: pay-as-you use EVs). • Wholesale electricity costs are increasing so EV charging costs are expected to increase in the short-term. • Charge Place Scotland membership and use of their app for charging sessions is free however a payment of ten pounds is required for a charge card. • The City of Edinburgh Council are looking to work in partnership with EV charger operators to develop the network which will likely result in an increase in charger tariffs. <p>Mitigation</p> <ul style="list-style-type: none"> • Government funding initiatives to help with the cost of purchasing a new EV. • Government funding initiatives aimed at inclusion are available for local authorities to support the use of EV chargers by a wide range of users. • Locations are proposed across the city both in the city centre and positioned at the city boundaries. 	
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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?

The services are provided by external contractor(s) and contractors are also used to install or remove road markings and erect signage. As part of the Council’s procurement process consideration is given to ensure equality, environmental and sustainability impacts when working 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 team has been working closely with the Council's Communications service to provide progress updates on the project through a range of channels including on-street awareness, social media and website content including video clips on how to use the new chargers).

The Council supports inclusive communication by offering 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. Services can be accessed over the phone or by visiting a neighbourhood hub location.

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 policies in the City Mobility Plan 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
None.			

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

None – 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.

16. Sign off by Head of Service

Name Gavin Brown

A handwritten signature in black ink that reads "Gavin N Brown". The signature is written in a cursive style with a horizontal line underneath.

Date 15/06/2023

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/