

Section 4 Integrated Impact Assessment

Summary Report Template

Interim report		Final report	X
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1. Title of proposal

‘Delivering Actions for Parking – Supporting Information: Electric Vehicle Charging’ paper.

This paper was formally titled ‘Parking Action Plan – Electric Vehicle Charging’, which was one of six Integrated Impact Assessment undertaken as part of drafting the Parking Action Plan to assess key, new action areas. Following the [Actions to Deliver Edinburgh’s City Mobility Plan \(CMP\) consultation](#) in 2023, the draft Parking Action Plan was streamlined, along with draft Active Travel, Public Transport and Road Safety Action Plans, to respond to feedback on the challengingly large volume of information presented and resolve duplication.

This led to a more integrated ‘CMP-led approach’, which places greater reliance on the City Mobility Plan (CMP) ‘[Strategy to 2030](#)’ and the associated ‘[Implementation Plan](#)’ in setting out the strategic vision, objectives, policy measures, targets, and actions and associated delivery information. Further explanation on the CMP-led approach is set out in the ‘City Mobility Plan – 1st Review’ committee report, [presented to the Council’s Transport and Environment Committee on 1 February 2024](#).

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

The CMP underwent a detailed Integrated Impact Assessment process as part of its creation and was approved in February 2021. The CMP Integrated Impact Assessment (IIA) is presented [here](#).

This ‘Delivering Actions for Parking – Supporting Information: Electric Vehicle Charging’ paper focusses on providing further detail on the action required to deliver the objectives, policies measures and targets in the CMP in relation to car clubs and builds on commitments already approved in CMP. This IIA should therefore be read in conjunction with the overarching CMP IIA, as well as the other accompanying Delivering Actions for Parking IIAs, which collectively assess many of the key impacts of parking actions required to deliver CMP.

Proposal overview

Develop, in partnership with electric vehicle operators, a commercially sustainable model for delivering publicly available electric vehicle 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

The CMP was extensively consulted upon before its finalisation in 2021. Between April-July 2023, consultation was undertaken to gain views across the suite of draft action plans mentioned above, alongside an emerging Future Streets Framework (Circulation Plan) designed to further support the delivery of CMP. [Findings were presented](#) to the Transport and Environment Committee in October 2023.

A key focus of this consultation was engaging with groups with protected characteristics, including groups that have been flagged as potentially being affected by the public transport actions in this IIA. The consultation programme received a total of 3,827 representations, received via a range of activities including stakeholder workshops, focus groups, market research, an online survey, and public drop-in events.

Views were captured across the following key themes:

- Improving local travel for walking and wheeling
- Delivering a joined-up cycle network
- Delivering improvements to our public transport network
- Delivering a people-friendly city centre
- Achieving city-wide road safety targets
- Improving our public transport and active travel corridors
- Delivering vibrant shopping streets
- Delivering liveable neighbourhoods
- Supporting the journey to net zero and cleaner air

Furthermore, engagement was undertaken for the draft Parking Action Plan with internal stakeholders, elected members and the city's Transport Forum stakeholder grouping in November 2021. The Transport Forum is made up of experts, citizens, business and academic interests and other interested parties, and was chaired by the Council's Transport and Environment Convener.

The findings from these consultations have been used to inform this IIA.

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

Yes. This paper, when read in conjunction with CMP, will play a key role in the city's bid to tackle inequalities and will deliver a green, sustainable and more accessible form of transport to residents, commuters, businesses and visitors.

5. Date of IIA

The IIA was finalised on 6 December 2023.

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	Details provided include statistical data highlighting areas of poverty in Edinburgh An area within the CPZ in the Old Town is one of the top 20% most deprived areas in the country.
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

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
		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 Charge Place Scotland Scotland's Public EV Charging Network bp pulse EV Charging Solutions CoMoUK Electric Vehicles in Car Clubs The Highway Code - Waiting and parking (238 to 252) - Guidance - GOV.UK (www.gov.uk)	
Public/patient/client experience information	None	
Evidence of inclusive engagement of people who use the service and involvement findings	The City of Edinburgh Council - City Mobility Plan IIA The City of Edinburgh Council Implementing	

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>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>Guide to charging electric vehicles - Energy Saving Trust</p> <p>The Transport Scotland Bill</p>	<p>Previously agreed tariffs from 2019</p> <p>Business Bulletin October 2021</p>
Evidence of unmet need	<p>Competition and Markets Authority - Final Report EV Charging - GOV.UK</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</p> <p>5.5 (2019) ‘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</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
	<p>The City of Edinburgh Council - Air Quality Management</p> <p>Energy Saving Trust Electric Vehicle Infrastructure An Investment Case for Edinburgh</p> <p>Case study - Plugged-in Communities Transport Scotland</p>	<p>in England, Wales and Northern Ireland' These statistics have increased slightly with the addition of 80 chargers across Edinburgh in 2022</p>
Good practice guidelines	<p>The City of Edinburgh Council – Edinburgh Design Guidance</p> <p>Traffic Signs and General Directions (TSRGD)</p> <p>Traffic Signs Manual - Chapter 3 (Gov.uk)</p>	<p>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.</p>
Carbon emissions generated/reduced data	<p>The case for electric vehicles Local Government Association</p>	<p>The environmental benefits and the groups of people likely affected are mentioned throughout the document</p>
Environmental data	<p>Air Quality Action plan – The City of Edinburgh Council</p>	<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</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
	Low Emissions Zones Regulations 2021 The City of Edinburgh Council - Low Emission Zone Integrated Impact Assessment October 2021	<p>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	
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 	<p>Existing residents People with protected characteristics.</p> <p>Young People</p> <p>Businesses</p>

<p>cleaners, staff at restaurants/cafes with outdoor seating areas).</p> <ul style="list-style-type: none"> 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. 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 enhance 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>People with protected characteristics.</p> <p>Disabled</p>
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Environment and Sustainability including climate change emissions and impacts	Affected populations
<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. • The electricity used is sourced from the grid using renewable sources. • Re-using existing poles to accommodate EV signage to avoid the introduction of new poles for each sign. • Removing poles or not erecting them in areas where we can utilise private property with permission. <p>Negative</p> <ul style="list-style-type: none"> • Noise during the construction phase or maintenance. • Emissions from other vehicles responsible for road markings and vehicle removal as well as other vehicles used to monitor the EV bays. <p>Indirect negatives associated with general EV use</p> <ul style="list-style-type: none"> • Electric vehicle batteries create potential issues of pollution e.g. mining of rare metals at source, safe disposal of batteries beyond their battery life. • There is a need to reduce vehicle use regardless of how they are powered. • EVs, like all other mechanical vehicles, release harmful particulates from braking for example. <p>Mitigation</p> <ul style="list-style-type: none"> • All proposals will meet legislative requirements of TSRGD, Traffic Signs Manual, Chapter 3 as well as the Council’s Edinburgh Street Design Guidance. • The ability to decide on specific days and hours of operation for EV parking infrastructure will help minimise disruption to residents yet maximise efficiency. 	<p>All</p> <p>People with protected characteristics/Visually impaired/Disabled</p> <p>(See Car Club IIA)</p>

<ul style="list-style-type: none"> The City of Edinburgh Council is focused on vehicle use reduction, with EV car club chargers being provided to encourage greater and cleaner levels of shared mobility in the city. 	
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Economic including socio-economic disadvantage	Affected populations
<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. You do not need a paid membership to use the charging bays and equipment. 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 from 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. 	

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?

Yes, it is possible that some or part of this and the other parking actions, and the associated updated CMP Implementation Plan, would be undertaken by contractors e.g. 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.

A range of communication methods will be used to reach out to different types of people at different stages of the delivery of actions, ensuring a broad audience reach and opportunities for interaction. Community involvement (listening and acting on stakeholders views) will remain a key element and communication formats will be designed to be understood by a range of population groups.

Residents are encouraged to use Council's translation service if they have language/visual requirements.

Another related parking action is the development of a Parking Communications Plan to increase awareness of parking operations, proposals and consultations whilst improving data gathering and customer insight. For this electric vehicle charging action, 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).

11. Is the plan, programme, strategy or policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a [Strategic Environmental Assessment](#) (SEA) will be required and the impacts identified in the IIA should be included in this. See section 2.10 in the Guidance for further information.

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.

This paper's role is to support the overarching CMP.

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.

Additional evidence will be added to the IIA, if required, as it becomes available.

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?

Performance against CMP’s Key Performance Indicators is measured every 2 years as part of its biennial review cycle.

16. Sign off by Head of Service

Name Gavin Brown

Date 24/01/2024

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/