

Integrated impact assessment (IIA)

Title of proposal	
Delivering Actions for Parking – Supporting Information: Electric Vehicle Charging’ paper	
Purpose of proposed work	
This paper focusses on providing further detail on the action required to deliver the objectives, policies measures and targets in the City Mobility Plan (CMP) in relation to electric vehicle charging and builds on commitments already approved in the 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. The original ‘Delivering Actions for Parking – Supporting Information: Electric Vehicle Charging’ paper and proposals published in January 2024 was: <i>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.</i> The aim of the proposal was to 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. Since this time, the Council has taken on lead responsibility for a regional approach to EV charge point provision, to oversee a charge point contract across eight local authority areas in the South of Scotland: with contract award expected by winter 2026. Based on this, an update is required to the original IIA, not to undertake an IIA across the entire South of Scotland area (each local authority will be undertaking their own IIA), but to review and update the Edinburgh-specific impacts of such a regional approach.	
Lead officer, name, job title, service and department	
Steven Murrell - Senior Transport Team Leader Parking Development, Network Management and Enforcement	
Additional colleagues: name, job title, service and department	
Robert Brunton (Facilitator and report writer)	Transport Officer Parking Development
Laurie Taylor	Transport Officer Parking Development
Gavin Sheriff	Senior Transport Team Leader
Gavin Graham	Parking and Traffic Regulation Manager
Joanna Yorkston	Transport Officer Parking Operations
Ruth Muir	Transport Officer Parking Operations
Date: This revised IIA was updated 6 August 2026	

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 informed this IIA.

With regards to specific location proposals for EV charging infrastructure, statutory consultation has and will continue to be undertaken that gives members of the public and stakeholders the opportunity to raise objections to specific proposals. This will remain the case going forward through the regional EV contract approach. In addition, a wide-ranging Communications Plan across South of Scotland is expected in 2027 subject to contract award/approvals. This will ensure awareness to existing and new users of charge points across South of Scotland regarding the changes, and what users need to do/be aware of.

Impacts

1 Equality impacts

We want to ensure our proposals are fair for everyone. Consider potential positive and negative impacts of your proposal on groups/people with [protected characteristics](#).

Assessment of impact means we consider the needs of everyone with an “intersectional lens.” This means looking at the impact that different protected characteristics and other factors can have on people.

Consider if your proposal will help:

- prevent discrimination
- advance equal opportunities by reducing disadvantage and meeting different needs, and
- foster good relations by encouraging inclusion and understanding.

Consider if your proposal could impact on groups/people with protected characteristics. Tick all that apply

	Negative impact	Positive impact	No impact
1. Age			✓
2. Disability			✓
3. Gender reassignment			✓
4. Marriage and civil partnership			✓
5. Pregnancy and maternity			✓
6. Race			✓
7. Religion or belief			✓
8. Sex			✓
9. Sexual orientation			✓
10. Care experienced children and young people			✓

Use the text box below to describe the differential impacts you have identified on each of the groups/people with protected characteristics. Consider any intersectional impacts.

N/A

Evidence

Use the text box below to summarise what evidence you have used to inform this IIA. Where possible, include links if the documents are published. Show how you have used your evidence in making your assessment of potential impacts.

Example: A proposal to increase charges will impact women more than men as we know women are more likely to be vulnerable to poverty. The [Gendered Nature of Poverty briefing note](#) provides an overview of this issue and why it matters.

Evidence could include the results of any relevant consultation/engagement. If further evidence is required, please note how it will be gathered.

N/A

Please record any mitigating actions for any negative impacts identified, at Section 10 of this template

2 Human Rights impacts

The Council must act compatibly with Human Rights legislation. Think about what kind of impact the proposal may have on people in terms of [Human Rights](#). Use the text box below to describe which Human Rights Articles are relevant, which groups are affected and what the potential impacts are.

N/A

Evidence

Use the text box below to summarise what evidence you have used to inform this IIA. Where possible, include links if the documents are published. Show how you have used your evidence in making your assessment of potential impacts.

Evidence could include the results of any relevant consultation/engagement. If further evidence is required, please note how it will be gathered.

N/A

Please record any mitigating actions for any negative impacts identified, at Section 10 of this template

3 Children's Rights impacts

The Council must act compatibly with Children's Rights legislation. Think about what kind of impact the proposal may have on children and young people in terms of [Children's Rights](#). Use the text box below to describe which Children's Rights Articles are relevant, which groups are affected and what the potential impacts are.

N/A

Evidence

Use the text box below to summarise what evidence you have used to inform this IIA. Where possible, include links if the documents are published. Show how you have used your evidence in making your assessment of potential impacts.

Evidence could include the results of any relevant consultation/engagement. If further evidence is required, please note how it will be gathered.

N/A

Please record any mitigating actions for any negative impacts identified, at Section 10 of this template

4 Socio-economic disadvantage impacts

The Council has a duty to consider how it can reduce inequalities of outcome caused by [socio-economic disadvantage](#), when making strategic decisions. However, to support the Council's Business Plan priorities, the Council considers it best practice to consider the potential impact that all relevant proposals may have on people experiencing socio-economic disadvantage and how inequalities of outcome can be reduced.

Consider if your proposal could impact on any of the below groups? Tick all that apply.

	Negative impact	Positive impact	No impact
Low income – cannot afford to maintain regular payments such as bills, food, clothing	✓	✓	
Low/no wealth – enough money to meet basic living costs and pay bills but have no savings to deal with unexpected spends and no provision for the future		✓	
Material deprivation – being unable to access basic goods and services, ie home contents insurance, repair/replace broken electrical goods, warm winter coat		✓	
Area deprivation (including communities of interest and communities of place) – where you live, where you work, visit or spend a continuous amount of time can all have an impact ie rural areas, accessibility of transport, education and employment impact, people who have experienced homelessness and/or the asylum system, those who share an identity and/or protected characteristic		✓	
Socio-economic background – disadvantage that can arise from parents' education, employment and income, social class in other words.		✓	

Use the text box below to describe the impacts you have identified on each of the groups above, and how you can reduce inequalities of outcome?

Low Income - People on lower incomes are less likely to have access to private driveways and home charging facilities. A substantial increase in public charging infrastructure can reduce a key barrier to EV ownership and use by making charging more accessible within residential areas, local centres and on-street locations. This may enable a broader range of households to benefit from lower vehicle running and maintenance costs associated with EVs compared with conventional petrol and diesel vehicles.

Car Club membership is available to provide flexible access to a vehicle for short or long-term use without the burden or costs of owning or running a vehicle. Edinburgh is keen to advance the roll-out of EV charge points for Car Club vehicles/use through the concessionaire; with EVs being the lowest priced vehicle hire option for Car Club customers. Impacts will depend on if the concessionaire chooses to advance the roll-out of charge points for Car Club use (beyond taking on existing car club charge points) – a positive impact, or if they choose not to - a negative impact, with no other partner areas (except Falkirk) requiring car club charge points to be provided. It is, however, felt that the opportunity to do so in Edinburgh will be attractive to the concessionaire given the higher overall utilisation of Car Club vehicles (& thus revenue received through charging sessions) compared to private vehicle utilisation of charge points.

Improved availability of charging infrastructure can also support access to employment, education, healthcare and other essential services by increasing the viability of electric vehicles as a transport option for households that rely on a car but do not have access to private charging facilities.

AC charge points (7kWh and 22kWh units), which account for 90% of the expanded network across Edinburgh, are expected to have tariffs that are much the same as current Council AC charge point tariffs. DC charge points (50kWh rapid units) that make up the rest of the network are expected to see slight tariff reductions compared to current Council DC charge point tariffs. Furthermore, the concessionaire through more flexible electricity supplier arrangements, is expected to be able to provide users of both AC & DC charge points with lower off-peak tariffs, associated with there being less electricity demand on the grid. This offers cost saving opportunities for those on low incomes, and all users, who opt to charge at night instead of during the day across the expanded charge point network.

Low or No Wealth - Households with little or no financial resilience often face significant barriers to investing in new technologies. While the capital cost of purchasing an EV may remain a challenge, a comprehensive public charging network helps ensure that future access to cleaner vehicles is not restricted only to those with private parking or higher-value properties. No sites are assessed based on income, employment status, education, health, or access to services.

The expansion of public charging infrastructure can therefore help reduce inequalities in accessing low-carbon transport and avoid creating a situation where only wealthier households are able to participate in and benefit from transport decarbonisation.

Material Deprivation - Communities experiencing material deprivation often face wider transport disadvantages, including reduced access to infrastructure and services. Expanding the charging network across the city provides an opportunity to ensure that infrastructure investment is distributed more equitably and reaches areas where residents may otherwise be excluded from emerging transport technologies.

When deployed strategically across the city, including areas of higher deprivation, the EV charging programme can help prevent inequalities from widening as the transport network transitions towards electric vehicles. The same equal proportional split of charge points is proposed at sites within Edinburgh's most deprived areas (those within the top 20% according to the Index of Multiple Deprivation) within the first three years of delivery, as compared with other areas of the city.

A potential negative impact, however, is that as Edinburgh is one of eight council authorities in this regional EV expansion seeking equity in the delivery of charge points, therefore charge point users in Edinburgh may have to wait a bit longer for full charge point delivery than if the Council were pursuing an Edinburgh only charge point expansion. The terms of reference under the contract, however, will help ensure an equitable rollout over an initial three-year period to March 2030; as will the Regional Contract Management Team that will be employed by the Council to oversee the contract/expansion.

Low Socio-Economic Background - People from lower socio-economic backgrounds can experience cumulative disadvantages relating to income, education, employment opportunities and access to services. A well-distributed charging network contributes to greater transport inclusion by ensuring that the benefits of cleaner vehicle technology are available to a broad range of residents regardless of housing type or social circumstances. The proposal also supports a Just Transition, ensuring that progress towards climate goals does not disproportionately benefit those who are already economically advantaged while leaving others behind.

The positive socio-economic impacts will be maximised through:

- Prioritising installation in areas with limited off-street parking and lower levels of private charging access.
- Ensuring an equitable geographic distribution of charge points across all neighbourhoods.
- Supporting local businesses through the initial installation of charge points and ongoing maintenance and operation.
- Monitoring usage and accessibility in areas of higher deprivation.
- Considering affordability and pricing structures including off-peak tariffs to minimise disparities between public charging and domestic charging costs.
- Ensuring charge point design and location support accessibility and safety for all users.
- Improved reliability of the network with reduced downtime for drivers.

Evidence

Use the text box below to summarise what evidence you have used to inform this IIA. Where possible, include links if the documents are published. Show how you have used your evidence in making your assessment of potential impacts.

Evidence could include the results of any relevant consultation/engagement. If further evidence is required, please note how it will be gathered.

Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation. Details provided include statistical data highlighting areas of poverty in Edinburgh and highlighting that an area within the CPZ in the Old Town is one of the top 20% most deprived areas in the country.

[Scottish Government - Scottish Index of Multiple Deprivation 2020](#)

[Edinburgh Poverty Commission - Poverty in Edinburgh data and evidence](#)

According to forecasts by Ricardo in their 2020 report for Motability, 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'

[SSEN Equal Electric Vehicles - Impact findings 2020](#)

[Electric vehicle charging points – The City of Edinburgh Council](#)

[Charge Place Scotland | Scotland's Public EV Charging Network](#)

<https://www.edinburgh.gov.uk/downloads/file/38002/south-of-scotland-ev-charging-strategy>

Please record any mitigating actions for any negative impacts identified, at Section 10 of this template.

5 Climate and nature impacts

The Council has a [duty](#) to reduce greenhouse gas emissions, adapt to the impacts of climate change, incorporate the principles of sustainability into decisions and actions, and ensure a just transition (just transition only applies to climate mitigation or adaption projects).

Consider if your proposal could impact on any of the below? Tick all that apply.

	Negative impact	Positive impact	No impact
Climate Mitigation - opportunities to reduce greenhouse gas emissions		✓	
Climate Adaptation - opportunities to prepare for future changes in our climate		✓	
Just Transition – opportunities to ensure a fair shift to a low carbon economy that doesn't disadvantage people or increase inequality		✓	
Nature Recovery Impacts			✓
Overall Sustainability		✓	

Use the text box below to describe the impacts you have identified on each of the sections above and then consider how you can reduce greenhouse gas emissions, adapt to the impacts of climate change, incorporate the principles of sustainability into decisions and actions, and ensure a just transition. Also consider any cumulative effects of climate change on people.

Climate Mitigation - The expansion of the public charging network will support the uptake of electric vehicles and contribute to the reduction of greenhouse gas emissions from road transport. Increased charging availability reduces barriers to EV adoption and supports the delivery of Edinburgh's net-zero and City Mobility Plan objectives. By facilitating a shift away from petrol and diesel vehicles, the proposal contributes to climate change mitigation.

Climate Adaptation - A larger and more resilient charging network can support adaptation to future transport and energy system requirements. The deployment programme provides opportunities to incorporate resilient infrastructure design, future-proofing the network against changing demands and helping ensure that the city's transport system can adapt to technological and environmental changes over time.

Just transition - The expansion of EV charge points in Edinburgh supports a Just Transition by enabling equitable access to low-carbon transport, reducing greenhouse gas emissions, improving air quality, supporting green economic growth and helping ensure that the benefits of the transition to net zero are available to all communities, including those without access to private charging facilities. Through public and private investment, the charging network helps remove barriers to EV adoption while creating opportunities for sustainable employment and inclusive economic development.

Nature Recovery Impacts - The installation of additional charge points is not expected to have a direct impact on nature recovery. This is because all charge points are to be installed within existing road, parking and urban infrastructure. Any localised impacts associated with construction or installation can be managed through existing planning, environmental assessment and construction management processes.

Overall Sustainability - The proposal supports environmental, social and economic sustainability objectives by enabling the transition to lower-emission transport, improving access to EV infrastructure across communities, supporting cleaner air objectives, and helping deliver the Council's climate commitments. The expansion of public charging

infrastructure contributes to a more sustainable transport system while supporting a fair and inclusive transition to a low-carbon economy.

Use the text box below to describe the impacts you have identified on nature.

N/A

Evidence

Use the text box below to summarise what evidence you have used to inform this IIA. Where possible, include links if the documents are published. Show how you have used your evidence in making your assessment of potential impacts.

Evidence could include the results of any relevant consultation/engagement. If further evidence is required, please note how it will be gathered.

[The case for electric vehicles | Local Government Association](#)

[Low Emissions Zones Regulations 2021](#)

[The City of Edinburgh Council - Low Emission Zone Integrated Impact Assessment October 2021](#)

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. The Council's Low Emissions Zone (LEZ) operates and is enforced around the city centre.

<https://www.edinburgh.gov.uk/low-emission-zone>

[2025 Air Quality Annual Progress Report, The City of Edinburgh Council](#)

[The City of Edinburgh Council - City Mobility Plan IIA](#)

[The City of Edinburgh Council – Delivering Actions For Parking – Electric Vehicle Charging IIA](#)

[Finance and Resources Committee October 2019](#)

[The City of Edinburgh Council Implementing Electric Vehicle Charging Points March 2022](#)
[Electric Vehicle Charging Programme Update. April 2026](#)

KPMG research commissioned by the Scottish Government suggests Scotland will need between 22,000 and 30,000 public charge points by 2030. Delivering approximately 24,000 additional public charge points by 2030 would require an 8-fold increase in the current level of private sector investment over the next five years. A proportionate share for the South of Scotland (roughly a third of population) would imply a need for around 8,000+ charge points by 2030. [Transport Scotland's Draft Implementation Plan Vision for Scotland's Public Electric Vehicle Charging Network](#)

[Energy Saving Trust Electric Vehicle Infrastructure An Investment Case for Edinburgh](#)

[Case study - Plugged-in Communities | Transport Scotland](#)

[Competition and Markets Authority - Final Report EV Charging - GOV.UK](#)

Good practice guidelines -

[The City of Edinburgh Council – Edinburgh Design Guidance EV factsheet](#)

[Traffic Signs and General Directions \(TSRGD\)](#)

[Traffic Signs Manual - Chapter 3 \(Gov.uk\)](#)

Please record any mitigating actions for any negative impacts identified, at Section 10 of this template

6 Strategic Environment Assessment (SEA)

Could your proposal result in significant environmental effects? If yes, you may need to complete a Strategic Environment Assessment? Information is available on the [Scottish Government SEA website](#).

	No ✓
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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.

7 Consumer Duty

The Council has a duty to consider consumers' interests when making strategic decisions. If this applies to your proposal, you may need to complete a [consumer duty impact assessment](#). Information is available on the [Consumer Scotland website](#).

	No ✓
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8 Communications

Record how you will communicate information about this proposal change to those with different communication needs using [inclusive communications guidance and resources](#).

A wide-ranging Communications Plan across South of Scotland is expected in 2027 subject to contract award/approvals. This will ensure awareness to existing and new users of charge points across South of Scotland regarding the changes, and what users need to do and be aware of. Officers will liaise with Communications colleagues to ensure inclusive communications and that publication on the Council website and intranet will be in compliance with the legal standards set out in the [Public Sector Bodies \(Websites and Mobile Applications\) Accessibility Regulations 2018](#). Visitors to the Council's website can use the Speak/Translate button at the top of the website page. This opens [ReciteMe](#), an accessibility software tool designed to make websites and digital content more accessible to people with disabilities, learning difficulties and language needs.

9 Contractors

Is any part of this proposal to be carried out wholly or partly by contractors and if so, how will equality, human rights, children's rights and climate and nature issues be addressed?

The concession contract between the Concessionaire and the Council will place contractual obligations on the concessionaire and will require adherence to Key Performance Indicators. For example, compliance with the Scottish Government Fair Work First legislation, the use of renewable energy only, community benefits obligations for jobs, training, use of local SMEs in the supply chain & an audit of charging locations to assess accessibility for disabled users.

The Concessionaire shall comply with, and ensure its Sub-Contractors comply with, the Modern Slavery Act 2015. The Concessionaire and its Sub-Contractors employed or engaged in connection with the provision of the Services shall comply at all times with the law on health and safety at work and on anti-discrimination and equal opportunities. The Concessionaire shall comply with its Community Benefits Method Statement and provide to the Council at the end of each Contract Year an Annual Community Benefit Report.

10 Mitigations and /or Actions

Record your actions in the table below. Actions may include:

- mitigations to reduce or eliminate negative impacts
- advancing equality of opportunity and fostering good relations
- addressing cumulative impacts
- collecting additional evidence
- financial implications
- risks
- any other actions.

Mitigations	Review date
1. Government funding initiatives to help with the cost of purchasing a new EV. 2. Government funding initiatives aimed at inclusion are available for local authorities to support the use of EV chargers by a wide range of users. 3. Locations are proposed across the city both in the city centre and positioned at the city boundaries. 4. Potential for lower overnight tariffs when demand for electricity is less 5. Traffic Regulation Orders (TRO) are and will continue to be advertised publicly for residents, businesses or any interested party to comment on or object to proposals. 6. Four locality hubs are and will continue to be accessible across the city where residents can seek assistance gaining online access.	Ongoing as agreed in the contract and the agreed KPIs. The Regional Contract Management Team which will be in place prior to start of the contract and will be responsible for monitoring performance.

8. Parking Attendants patrolling EV bays both within and out of the Controlled Parking Zones offer a visual presence to enhance safety and additionally enhance fault reporting capabilities of the Council. 9. Dropped kerb transitions are included to the EV Street Design Guidance factsheet to promote and encourage inclusive access to the charge points. 10. The Council will oversee RCMT resourcing, oversight and programming. This should help mitigate any delays users in Edinburgh may experience in receiving new charge points, as a result of the concessionaire delivering charge points across the eight South of Scotland authorities - delivery will be phased equally across all eight. 11. Edinburgh given its population size and density will be of commercial interest due to its high demand. 12. The ability to decide on specific days and hours of operation for EV parking infrastructure will help minimise disruption to residents yet maximise efficiency. 13. The 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. As identified in this IAA, the extent to which the concessionaire expands car club charge point provision is to be determined, but Council officers and the Car Club service provider will proactively work with the concessionaire to encourage such an expansion. Indirect negatives associated with general EV use • 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.	
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11. Monitoring impact

Monitoring ensures that your proposal is effective and any issues are addressed.

Record your actions in the table below. Actions may include:

- how impacts on protected characteristics will be monitored, once the proposal has been introduced and implemented
- how IIA agreed actions will be monitored
- review process and timescales
- officer responsible.

Actions to monitor impact of proposal	Who will take them forward (name and job title)	Deadline for progressing	Review date (add name and job title)
Monitoring through the contract and agreed Key Performance Indicators.	Regional Contract Management Team appointed prior to contract start date.	Ongoing throughout the 20-year contract term.	Monthly, quarterly and annually as applicable throughout the 20-year contract term.

12. Next steps

Elected members must have access to IIAs in order to scrutinise them before making decisions. You must:

- share the IIA with them (this can be at draft stage for an APM meeting)
- complete the [committee report](#) with:
 - a summary of the identified impacts at section 7 of the committee report template: key policies
 - actions to address them at section 5 of the committee report template: next steps
- provide a link to the published IIA or attach as an appendix.

13. Quality assurance and approval

Complete the quality assurance checklist. Send the quality assurance checklist and your completed IIA to your Head of Service for approval.

14. Authorisation

Name and title
Carlyn Fraser (Interim Head of Network Management & Enforcement)
Date
20/08/2026

15. Publication

Send the approved IIA template to the relevant contact for publication. Ensure the title of the IIA is clear and concise, without acronyms and the content, layout and language style is [inclusive and accessible](#).

The City of Edinburgh Council:

- integratedimpactassessments@edinburgh.gov.uk to be published on the [Council website](#)

Edinburgh Integration Joint Board/Health and Social Care:

- sarah.bryson@edinburgh.gov.uk to be published on the [EH&SCP website](#)

Keep a copy of your template for a period of at least three years (longer if needed for business reasons).