TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

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Draft Implementation Plan: Integrated Impact Assessments

Contents

Introduction

Background

Transport Scotland's purpose is to deliver the Scottish Government's vision for transport, as set out in the 2020 National Transport Strategy 2 (please note that the Scottish Government covers both core government as well as its agencies, such as Transport Scotland).

The National Transport Strategy 2's Vision Statement is expressed as follows:

"We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors."

This Vision is based upon four priorities: reducing inequalities, taking action against Climate Change, helping to deliver inclusive economic growth and improving health and wellbeing. The importance of these priorities was reflected in the First Minister's Priorities for Scotland statement to Parliament in May 2024, where he set out his intention to reach Net Zero to tackle the Climate Emergency as well as grow Scotland's economy, including through promoting further investment in renewable energy.

Scottish Ministers are committed to decarbonising the transport sector. In 2023, the Vision for Scotland's Public Electric Vehicle Charging Network was published, setting out the attributes of an exemplar Scottish public electric vehicle (EV) charging network through the achievement of five themes. These themes focus on a sustainable, effective and accessible public charge point infrastructure, largely driven by private sector investment. In line with the UK Climate Change Committee recommendations in their 2023 report to Parliament; Progress in reducing emissions in Scotland, Transport Scotland has now published a draft Vision Implementation Plan (VIP). This plan includes the proposed roles, responsibilities and actions that can be taken by stakeholders in the expansion of the EV public charging infrastructure to ensure that the Vision is delivered.

Policy Landscape

Scottish Government "parent policies"

The draft Vision Implementation Plan is a forward-looking framework document that collates activities that are already, or will in the future, be undertaken by a wide range of stakeholders. Achieving the Vision for the public EV charging network will require leadership from business, Government, individuals and the third sector. There is a history of collaboration, and continued collaboration will be essential.

The actions for Government are in line with previously announced policies that are either specific to public EV charging or part of "parent-policies" which have already set the policy direction with regards to transport decarbonisation in Scotland.

Impact assessments have informed the development of parent policies and strategies which form the policy landscape of which the Vision and its Implementation Plan are part. These policies and strategies are listed below, and a summary of each policy / strategy can be found in Annex B:

- National Transport Strategy 2 (NTS 2), 2020.
- Climate Change Plan Update 2020.
- Strategic Transport Projects Review (STPR 2) 2022.
- National Planning Framework (NPF4), 2023.

UK Government strategy

The UK Government published Taking charge: the electric vehicle infrastructure strategy in March 2022, which outlines its plan to expand EV charging infrastructure to support the transition to zero-emission vehicles. It states that the UK Government's role is to set out the overall vision, define the outcomes and monitor progress and that devolved administrations are responsible for doing the same for the charging infrastructure in their devolved area. On page 83, the role of the UK Government is also stated as to: -

"provide legislative, regulatory, funding and support frameworks to deliver a well-functioning, competitive market with targeted interventions where required."

The two major interventions from the UK Government which relate to Scotland (as opposed to other policies which refer to England and /or England and Wales) are the Public Charging Regulations and the Electric Vehicle Chargepoint Grant.

The UK Government introduced new Public Charge Point Regulations in October 2023, with six areas of regulation being introduced over the following two years. Its key provisions are around price transparency, contactless payment, reliability, the provision of a helpline, open data and roaming.

The Electric Vehicle Chargepoint Grant for Households with On-Street Parking offers up to £350.00 to cover the cost installing cross-pavement charging (total budget unknown).

The Integrated Impact Assessments

In parallel with the development of the draft Vision Implementation Plan, which sets out actions to implement various existing parent policies, this draft Integrated Impact Assessment report provides a summary of existing impact assessments (developed alongside the parent policies / strategies detailed above) that directly support the implementation of Scotland's Vision for public EV charging infrastructure for cars and vans and the key actions that may need to be taken forward by the Scottish Government. The Transport Transition Plan – Statutory Assessments Interim Update from September 2020 was published to support ongoing policy development as Scotland's transport system prepared to transition through the COVID 19 crisis. This interim update has been utilised in this draft integrated impact assessment report, even though the final Transport Transition plan has yet to be published, as it contains relevant detail to the decarbonisation of transport.

An explanation of each type of impact assessment and its requirements can be found in Annex A. If new policies emerge in future, they may need their own impact assessments.

With respect to the Strategic Environmental Assessment (SEA), we prepared a screening report for the Draft Vision Implementation Plan and can confirm that the Scottish Government has determined, using the criteria set out in Schedule 2 of the Environmental Assessment (Scotland) Act 2005, that this framework document is not likely to have significant environmental effects. This being the case, a Strategic Environmental Assessment is not required.

The draft Implementation Plan and this draft Integrated Impact Assessment Report have been shaped based on feedback from key stakeholders through a series of one-to-one meetings, written feedback, and a virtual workshop with almost 60 attendees from across Scotland and the UK. These documents are being published together to provide information on the anticipated roles, responsibilities and actions assigned to the primary stakeholders, including the Scottish Government. The inclusion of the integrated impact assessment is to enable consultees and the wider public to form a view on the impacts and mitigations put in place to comply with the

requirements placed upon Government for each of the mandatory assessments which have been deemed necessary for this work. Further views will be collected via a public consultation in 2025, the outputs of which will inform the updated and final Vision Implementation Plan and this Integrated Impact Assessment report, both of which are due to be published in 2025.

Baseline

This section sets out a summary of Scotland's characteristics which play an important role when considering the impact of the proposed actions for the Scottish Government as set out in the draft VIP.

Demographics and equality

As stated in The Registrar General's Annual Review of Demographic Trends Report 2022, our population is approximately 5.5 million people, and we have an aging population, with the fastest growing age groups being those over 65 years. We have substantial variations in age ranges between the more densely populated regions, such as the Central Belt, versus more remote and rural areas like the Highlands, where there are fewer young people and greater outward migration. This is a particular issue in the Scottish islands which along with demographic and socio-economic particularities, make the 96 inhabited islands in Scotland at greater risk of being impacted by some changes in strategy and policy.

The equality impact assessment results in preparation for delivering Scotland's census 2022 provides the key findings below with respect to Scotland's protected characteristics and a high-level summary of the status quo as reported in this document follows. Scotland's population is ageing, with one in five people in Scotland over 65 in 2018. It also mentions that 53% of those over 65 years have difficulties in carrying out daily activities due to health conditions or disabilities compared to only 20% for the overall population (based on 2011 census data).

The assessment mentions that disability and long-term conditions affect 20% of the population, according to the 2011 Census, which is the same rate as in 2001, despite the increasing ageing of the population.

Socioeconomics and child poverty

The Poverty and Income Inequality in Scotland 2020-23 release, states that relative poverty levels of Scotland's population stand at approximately 21% for working age adults after housing costs. It also states that poverty and income inequality rates are continuing to rise while the median household income is rising slowly.

The child and parental wellbeing: measuring outcomes and understanding their relation with poverty report from March 2024 affirms that whole family wellbeing is crucial to creating the conditions for families to be able to navigate their way out of poverty and to enable families to thrive. However, overall, there are lower levels of

health and wellbeing amongst children, young people and families living in higher areas of deprivation.

The Scottish Index of Multiple Deprivation (SIMD), indicates that the most deprived areas in Scotland are predominantly in urban areas. However, on page 10 of the Strategic Transport Projects Review (STPR2) Island Communities Impact Assessment Report 2022, evidence suggests that people living in rural areas experience deprivation differently from their urban counterparts, such as through higher costs for fuel, heating and transportation as well as less accessibility to key services such as healthcare, childcare and broadband. There can also be limited opportunities to earn an adequate income compared to those living in towns and cities. This is reflected in the Office for National Statistics data on earnings and hours worked by local authority. The 2020 average gross annual pay for the local authority areas that contain islands, versus the average for Scotland shows a difference of just over 10% (£24,002 versus £30,097 respectively).

Rural and Island Communities

Based upon the Scottish Government 2011 census, the population in the Scottish Islands stood at 103,690 (Supporting documents - Scottish islands: data overview 2023 - tables and figures, table 1.2, Scotland's island figures from the most recent census are not yet available). Scottish Islands 2023 data overview by the Scottish Government states that in the past 20 years the population has grown overall, however there is considerable geographical variation, with some islands losing numbers. Strongest growth has been seen in mainland Orkney and connected islands as well as the Highland islands (20% and 13% respectively), while Arran, Bute and Cumbraes and the Outer Isles of Shetland have seen losses over the same period (13% and 9% respectively).

The largest population losses moving forward are forecast to occur in Island Sparsely Populated Areas (SPAs), which present direct challenges for the viability of communities, business and services supporting these areas. In addition, future loss of working age population in the islands is forecast to be disproportionately higher than the total population loss, whilst the numbers of children are also forecast to decline.

The Scottish Government's Rural Scotland Data Dashboard shows that in 2021, the Scottish population was estimated to be around 5.48 million, of which approximately 12% lived in accessible rural areas and 5% in remote rural areas. Between 2011 and 2021 the population in accessible rural areas grew by 11%, outperforming urban areas, while remote rural areas and remote small towns have both declined (-1% and -4% respectively). As with the islands, the working population in rural areas is markedly lower than in urban areas. In remote rural areas, 27% of the total

population is 65 years old or over, compared to only 16% in large urban areas (based upon 2011 data).

The rural population is forecast to decline over the next 20 years, reflecting what is already happening in the islands, while larger city and urban with substantial rural areas will see population growth. Overall, it is predicted that between 2018 and 2043, there will be a drop of 19,000 people (a 12% change) living in island and remote rural areas, while the numbers of people living in large cities is forecast to increase by 109,000 (7%).

Business and economy

All the detail in this section comes from the Evidence paper for Scotland's National Strategy for Economic Transformation (2022). This paper describes Scotland as having a small open economy with an onshore GDP of approximately £160 billion (not including oil) which is 8% of the UK economy. Due to challenges such as the 2008/9 financial crisis, austerity and the UK leaving the EU and the single market, Scotland's economic growth has improved in the medium term, but declined when compared to other OECD countries. More recently, COVID led to the economy contracting, however the economy has now returned to pre-COVID levels of output, although leaving behind it a legacy of damage to business resilience in certain sectors.

In 2020, there were approximately 364,000 registered and unregistered businesses operating in Scotland, an increase of 22% from 10 years previously. There is a diverse business base, with construction and professional, scientific and technical services accounting for the largest sectors. Over 93% of business in Scotland are 'micro business', meaning that they employ fewer than 10 people and represent just over 28% of the private sector employment and nearly 17% of private sector turnover (in 2020). In contrast, the largest businesses, those with more than 250 employees, represent nearly 45% of all jobs and nearly 59% of turnover. Business growth between 2010 – 2020 has largely been powered by micro businesses (a 22.7% increase versus a 7.7% increase for large businesses).

Scotland does have challenges with respect to skills and general labour shortages, and one in five of the working age population is inactive, the most common reason cited for this being temporary or long-term health issues. Scotland has a higher level of skills gaps (employees not having the correct skills for their roles) amongst its workforce in comparison to overall UK figures (16% versus 13% based upon 2017 data). Post pandemic and EU exit, over 40% of businesses reported difficulties filling vacancies, particularly in the accommodation and food services and transport and storage areas.

The proportion of people who use public transport and active travel to get to work has remained relatively stable in the ten years to 2019, although bus journeys have decreased while rail journeys increased. COVID negatively affected demand for public transport and it is expected that it will take quite some time before pre-pandemic demand levels are realised.

Scotland has trade links with over 100 countries and Scotland's trunk road network is critical for national and local delivery of goods. Scotland has eight major port areas that handle over a million tonnes of cargo annually, with the Forth group handling the most cargo by weight. In addition, Scotland receives goods via English ports, especially through the Channel, much of which uses road transportation to reach Scotland.

Environment

As described in the Scottish biodiversity strategy to 2045, 'Tackling the Nature Emergency', Scotland has a rich natural environment and cultural heritage which support high levels of recreation and tourism. We have a network of European protected sites which support rare plants, birds and animals; however, it is acknowledged that further efforts are required to reverse biodiversity loss. It is also acknowledged in the Scottish Government's 'Environment Strategy for Scotland: vision and outcomes', that there are concentrations of pollution within Scotland's air, soils and water in some parts of the country. Some is historic, however there are also continuing challenges, including pollution for urban and rural areas.

Transport inequality

As reported in Transport and Travel in Scotland 2022 , in 2022, forty-six per cent of households whose net annual income was up to £10,000 had one or more cars available for private use, compared with 79% of households whose annual net income was between £25,000 and £30,000. Household access to cars increases with income, with 96% of households earning over £50,000 having access to at least one car. Sixty-four per cent of households in large urban areas had access to at least one car, compared with 89% in accessible rural areas and 89% in remote rural areas. Motor vehicles, traffic and driving statistics from Transport Scotland in 2022 show that lower income households are less likely to use cars than those on higher incomes, but a significant number of lower income households nevertheless remain dependent on car use to access employment. Scottish Household Survey data over the period 2015-2019 indicates that people from households in the top 1% of incomes tend to drive further (median 8.3km travelled per car journey per individual) than those from households in the lowest 50% of incomes (median 5.3km).

Access to off-street parking, and therefore the ability to charge a vehicle at home, can be a crucial factor in adopting EVs over internal combustion engine (ICE) vehicles. A recent survey conducted by Consumer Scotland on page 15 showed that 54% of EV drivers use a public charge point less than once a fortnight, with 74% "mostly" charging their vehicle at home. Consumer Scotland's research suggests that access to home charging is a key factor supporting EV adoption.

Figures from the Scottish Household Survey show that 42.4% of consumers do not have access to off-street parking. Consumer Scotland data from their survey found that 60% of drivers has household incomes of over £60,000, significantly higher than the median Scottish household income of £35,048, and that at least 74% are able to charge their vehicles at home. For consumers with no access to off-street parking there is less opportunity to benefit from lower overnight tariffs and lower VAT on domestic electricity, increasing the financial cost of EV ownership. Poor air quality and road casualties are recognised as disproportionately affecting those living in more deprived areas, therefore any reduction in road traffic pollution will also provide disproportionate benefits (NTS2 Delivery Plan - Health Inequalities Impact Assessment 2022).

According to the Transport and Travel in Scotland 2022 findings a higher proportion of those in remote rural (14%) and accessible rural areas (15%) say their transport costs are difficult to afford compared to large urban areas (9%). Currently, the cost of transport on islands is much higher, relative to income, than in the rest of Scotland. Public transport services in rural areas, as stated in the Scottish Government's Rural Scotland Key Facts 2018 report often involve long journeys, and expensive tickets, in comparison to urban areas. Owning a car can be seen as the solution in these instances, however, for low-income families, the cost of car ownership may push them into poverty, due to maintenance costs and higher fuel prices (Rural Scotland in focus, 2014 page 71).

Approach to IAs

Themes

Transport Scotland's Vision has five main themes, describing the attributes of an exemplar Scottish public electric vehicle charging network:

1. Local communities, businesses and visitors have access to a well-designed, comprehensive and convenient network of public charge points, where these are needed.
2. The public EV charging network works for everyone regardless of age, health, income or other needs.
3. Scotland has attracted private investment to grow and sustain the public EV charging network.
4. The public EV charging network is powered by clean, renewable energy and drivers benefit from advancements in energy storage. Smart tariffs and network design.
5. People's first choice wherever possible is active travel, shared, or public transport with the location of EV charge points supporting those choices.

The majority of public EV charging infrastructure will in future be largely financed, installed, maintained and operated by the private sector. The draft Implementation Plan notes that as the market matures, the Scottish Government's key role in this market will be to enable private sector investment and prioritise action to ensure the continued development of a sustainable transport system which supports a Just Transition. The Scottish Government is prioritising action on this area through the Electric Vehicle Infrastructure Fund (EVIF), which enables local authorities to draw in private investment to expand the number of public charge point owner-operator models, focusing public funding on the expansion of the network in areas which are less viable for commercial investment.

Our expectation is that, if other stakeholders effectively deliver upon their actions under the draft Vision Implementation Plan, the need for direct Government intervention to financially support the rollout of public EV charge points will cease to be necessary by 2030. Therefore, we consider that the responsibility to lead on achieving themes one to four sits with stakeholders, including public charge point operators, local authorities, and distribution network operators (DNOs).

Following feedback from initial stakeholder consultation, we consider that the Scottish Government will hold lead responsibility for taking forward action on theme five covering sustainable transport policy and will maintain an ongoing monitoring and convening role under themes one to four where necessary, intervening only as a

last resort, to prevent market failure and /or ensure the provision of critical transport infrastructure.

Therefore, it is the actions identified for the Scottish Government which this integrated impact assessment focuses on which are found under theme five.

Analytical approach

The parent policy impact assessments have been considered in two ways. Firstly, where the original assessment conclusion specifically mentions impact pertaining to the public EV charging infrastructure, the decarbonisation of transport or the wider net zero energy transition, this report reflects that conclusion (original assessment conclusion). Secondly, where the assessment provides analysis which does not include an impact conclusion specifically pertaining to the above topics, but provides evidence which can also provide a position on impacts generated by the public EV charging infrastructure, we have considered and concluded in this report whether the actions to be taken by the Scottish Government and documented in the future Implementation Plan have an uncertain, positive or negative impact pertaining to public EV charging infrastructure in Scotland. We have indicated which approach was used in each case.

Terminology	**Explanation**
Positive impact	Beneficial effects arise from action or policy
Negative impact	Adverse effects arise from action or policy
Uncertain impact	Effects from action or policy not known or definite
Disproportionately impacted	Used in some Island Community Impact Assessments (ICIAs) meaning island communities are impacted in a larger or smaller way in comparison to the mainland
Original assessment conclusion	Impact classification in this IIA is the same as the classification in the original impact assessment for this category / topic
Vision Implementation Plan (VIP) conclusion	Impact classification developed for this IIA, based upon evidence from original assessment for this category / topic

The following chapters assess the parent policies by type of impact assessment, looking at the most recent parent policy first. This ensures that where multiple policies have included the same evidence, for example, in the EQIA, this report only cites the most up to date detail and data.

Considerations per Impact Assessment

It is important to recognise that many of the Impact Assessments have not been created to assess public charging infrastructure exclusively, but rather as part of the wider decarbonisation of transport, energy and planning systems. Therefore, the following considerations have been made when assessing these Impact Assessments.

Strategic Transport Projects Review (STPR) 2 EQIA

Of the six themes which the 45 recommendations of the final STPR 2 report fall into, the theme relevant to the Vision Implementation Plan is the decarbonisation of transport theme which includes the recommendation of zero emission vehicles and infrastructure transition.

National Planning Framework 4 Post Adoption Integrated Assessment EQIA

Transport is a key policy area for NPF4 and it supports developments that prioritise public transport and active travel for all. The EQIA does not go into detail with respect to EVs and their charging infrastructure, however it does encourage a transition to low-emission vehicles and associated charging infrastructure.

National Planning Framework 4 Post Adoption Integrated Assessment Fairer Scotland Duty

This assessment focuses on the issues around lack of coverage, reliability and affordability of public transport, especially in deprived communities. The assessment highlights that the policy has been reviewed and reframed on positive changes to support sustainable modes of transport and including equalities groups in the decision making to mitigate negative effects.

Strategic Transport Projects Review (STPR) 2 ICIA

This assessment highlighted the necessity to increase economic prosperity and address the unique challenges faced by island communities.

National Transport Strategy 2 (NTS 2) ICIA

NTS 2 is a strategy for Scotland's whole transport system and considers why we travel, how these trips are made and sets out a strategic framework to achieve a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for all. While NTS 2 does not include specific detail around the development of a public charge point network, it does have parent policies which should include EVs and public charging as part of the mix.

National Planning Framework (NPF) 4 Post Adoption ICIA

NPF4 states that the planning system does not directly address the affordability of public transport services, however it suggests that local living and the 20-minute neighbourhood concept alongside active travel can support an alternative for some journeys.

National Planning Framework (NPF) 4 CRWIA

The NPF4 integrated impact assessment considered that there were no negative impacts upon children or young people.

Transport Transition Plan (TTP) Statutory Assessment Interim Update CRWIA

As with NPF4, this assessment concluded that a full CRWIA was not required. No direct detail connected to EV charging infrastructure is included in this assessment however it does mention a link to young people living in rural areas and income levels with respect to transport and the general barriers impacting all young people when looking to purchase a vehicle.

Impact Assessments

This chapter highlights the key conclusions from the relevant parent policy impact assessment on Scottish Government responsibilities. Each set of conclusions are grouped by a key issue affecting the development of public charging infrastructure in Scotland. Actions from the draft Implementation Plan have been included for ease of understanding how these conclusions relate to the parent policies' impact assessments.

A brief description of each type of impact assessment can be found in Annex A and Annex B contains a brief description of each parent policy.

Integrated Impact Assessment Analysis by Issue

The following tables cover the following issues:

- Decarbonisation of transport
- Need for a Wider Sustainable Transport System
- Holistic place-based approach for energy systems
- Affordable public charging infrastructure
- Accessible public charging infrastructure
- Health, Emissions and Pollution
- Employment and Skills

Decarbonisation of Transport

Policy: STPR2 **IA**: EQIA **Group affected:** Cutting across more than one protected characteristic **Topic(s) assessed (where relevant)** n/a **Impact** Positive (original assessment conclusion)
Policy: STPR2 **IA**: ICIA **Group affected:** Island Communities **Topic(s) assessed (where relevant)** Public EV charging infrastructure **Impact** Positive (for islands compared to the mainland) (original assessment conclusion)
Policy: NPF4 **IA**: EQIA (post adoption integrated assessment)

Group affected: Cross cutting (where two or more characteristics overlap, and the policy affects those people in a specific way) **Topic(s) assessed (where relevant)** n/a **Impact** Positive (VIP conclusion)
Reasons for decision **STPR2:** Transition to net zero emission infrastructure has potential positive impacts on groups who are more vulnerable to the adverse health impacts of transport-related emissions and air pollution. This includes children, older people, disabled people and pregnant women. However, the benefits of decarbonisation of transport services are likely to be dispersed and local to key transport routes, stations, stops and ferry ports. As such, the extent to which these benefits will be realised will depend on the interventions for decarbonised transport being located within areas of the highest levels of air pollution and areas with a high proportion of more vulnerable groups. For island communities, STPR2 includes a recommendation of zero emission vehicles and infrastructure transition as part of the policy for decarbonising transport. The assessment notes the potential positive impacts on groups who are more vulnerable to adverse health impacts of transport-related emissions and air pollution as well as charge points at ferry terminals which would lead to a much better multi-modal integration and therefore a wider sustainable transport system even better when using the natural renewable assets of the island communities. **NPF4:** Overall, NPF4 marks a shift toward more sustainable, inclusive and climate-resistant development in Scotland. One of the main priorities of NPF4 is Sustainable Transportation and Connectivity, with one element being decarbonised transport and the framework encourages transitioning to low-emission vehicles and charging infrastructure, therefore indicating a positive impact for the Implementation Plan. A place-based approach: NPF4 sets out a vision for Scotland's places in 2045. The energy sector is an integral part of that vision, providing significant opportunities for growing rural and island communities and overcoming inequalities through a place-based approach. Its regional perspectives emphasise opportunities for the islands, for rural Scotland, for the North East, central belt and south of Scotland. This will be embedded in local development plans throughout Scotland and is equally relevant for energy provision for any EV public charge point infrastructure, therefore building EV range confidence. The EQIA however, does not go into further detail with respect to EVs or the public charging infrastructure.
Relevant actions taken by the Scottish Government in the draft Implementation Plan are:

Action 7: Convene key stakeholders. Convening of stakeholders to understand local barriers that require place-based approaches to address consumer experiences of decarbonised transport. **Action 14: Policy certainty.** A continued consistent policy approach to zero emission public EV charging infrastructure as part of the decarbonisation of transport will ensure that the health of those groups who are more vulnerable to health impacts related to air pollution from vehicle emissions are protected. **Action 15: Use of open-source data.** The use of data can identify potential gaps in the provision of public EV charging including supporting multi-modal journeys and supporting a place-based approach for enabling EV public charging infrastructure investment. The data may also identify where vehicle pollution is at its highest, to ensure that charge point requirements for the populations residing in these areas (as well as those who pass through) are met, thus reducing harmful impacts to health.

Need for a Wider Sustainable Transport System

Policy: NPF4 **IA**: FSD **Group affected:** Areas suffering from socio-economic inequality issues. **Topic(s) assessed (where relevant)** n/a **Impact** Positive (VIP conclusion)
Policy: NTS2 **IA**: ICIA **Group affected:** Island Communities **Topic(s) assessed (where relevant)** Reduces inequalities (RI5) minimise the connectivity and cost disadvantages faced by island communities and those in remote rural areas, including safeguarding of lifeline services (national policy). **Impact** Positive after mitigations (VIP conclusion)
Policy: NTS2 **IA**: ICIA **Group affected:** Island Communities **Topic(s) assessed (where relevant)** Climate action (CA2) Support management of demand to encourage more sustainable transport choices (national policy). **Impact** Uncertain (original and VIP conclusions)
Policy: NPF4 **IA**: Post Adoption ICIA

Group affected: Island Communities
Topic(s) assessed (where relevant) Public EV charging infrastructure.
Impact Positive (original assessment conclusion)

Reasons for decision

NPF4. NPF4 supports developments that prioritise active travel and public transport for everyday travel to reduce the need to travel unsustainably. It sets out that local development plans should aim to reduce the need to travel unsustainably by prioritising locations for future development that can be accessed by sustainable modes. Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported.

Although not stated explicitly, charge points for EVs should be part of multi-modal plans where spatial planning indicates that it supports sustainable travel, in particular where the charging market has previously shown less interest but where regeneration would help to overcome disadvantage.

For island communities, the regional spatial priorities for the North and West Coast and Islands as set out in the NPF4 seek to ensure a more resilient future for island communities, including through decarbonising transport and reducing fuel poverty. Regional perspectives emphasise opportunities for the islands, rural Scotland, the North East, central belt and south of Scotland and will be embedded in local development plans (LDPs).

Policy 13 supports multi-modal hubs for EV charging where it can be demonstrated that the transport requirements have been considered in line with sustainable travel criteria and the transport needs of diverse groups including users with protected characteristics amongst other conditions.

NTS2, Topic RI5: The ICIA recognises that the needs of island communities will differ and that there is a need to consult with island stakeholders. While NTS 2 does not include specific detail around the development of a public charge point network it is a strategy for Scotland's whole transport system and considers why we travel, how these trips are made and sets out a strategic framework to achieve a sustainable, inclusive, safe and accessible transport system. The Island Connectivity Plan will identify island connectivity needs, including an integrated travel network on the islands, including public, active, sustainable and shared travel to, on and from the islands (please note, the Consultation on the strategic approach and the updated Vessels and Ports Plan are now closed, however these are the first elements of the Islands Connectivity Plan to be published for consultation.

Actions identified by the draft Implementation Plan will need to take into consideration the transition to EVs and their place within the integrated travel

network, potentially necessitating new impact assessments dependent upon any new policy developments.

NTS2, Topic CA2: NTS 2 ICIA recognises that island communities have differing needs and expectations of the transport system due to greater difficulties accessing public transport for essential services. The lack of alternative public transport options means people remain reliant on cars in these areas and it is often necessary for individuals living on the islands to travel further to access essential goods and services. This being the case, there is a need for continuing car use.

The original assessment of CA2 concludes that the policy has limited impact on addressing existing social challenges, supports improvements to air quality which will have a potentially positive impact on the natural environment and biodiversity and overall has an ICIA score of 'uncertain effect'. It also points out that the policy can be developed or delivered to improve or mitigate these outcomes for islanders and provides the examples of Mobility as a Service (MaaS) and Demand Responsive Transport (DRT). Due to the transition of all cars and small vans to EVs, this proposed policy development will necessitate the development of a public charging infrastructure to support the demand of these services. Any future development of such services, for instance if provided by local government, my require an impact assessment at time of development.

The Implementation Plan assesses that actions under theme five of the Vision envisage a network of public charging stations supporting a wider sustainable transport system, which provides people with opportunities to travel using car clubs or public transport (multi-modal hubs) and aligns with the parent policy NTS 2.

Relevant actions taken by the Scottish Government in the draft Implementation Plan are:

Action 7: Convene key stakeholders. Convening of stakeholders to understand barriers to integrating EV infrastructure with other forms of transportation.

Action 14: Policy certainty. A continued consistent policy approach to the decarbonisation of transport which promotes multi modal and multi energy models will encourage DNOs and CPOs to consider such solutions in the expansion of the public EV charging infrastructure.

Action 15: Use open-source data. The Scottish Government will consider charging data in the context of wider transport requirements. Relevant insights may also be shared with distribution network operators (DNOs) and charge point operators (CPOs) as part of **Action 13 Mapping of multi-modal, multi energy locations** to support the development of a sustainable transport system.

Holistic Place-based Approach for Energy Systems

Policy: NPF 4 **IA**: Post Adoption Integrated EQIA **Group affected:** Cutting across more than one protected characteristic **Topic(s) assessed (where relevant)** Vulnerable Groups **Impact** Positive (VIP conclusion)
Policy: NPF 4 **IA**: Post Adoption Integrated EQIA **Group affected:** Island Communities **Topic(s) assessed (where relevant)** n/a **Impact** Positive (VIP conclusion)
Policy: NTS2 **IA**: ICIA **Group affected:** Island Communities **Topic(s) assessed (where relevant)** Climate Action CA10: We will support strategically coordinated investment in the charging network that enables wider energy and transport system benefits and efficiencies (national policy). **Impact** Positive (original overall assessment conclusion – minor positive effects / VIP conclusion)
Policy: NPF4 **IA**: Post-Adoption ICIA **Group affected:** Island Communities **Topic(s) assessed (where relevant)** Public EV infrastructure **Impact** Positive (VIP conclusion)
Reasons for decision **NPF4:** NPF 4 marks a shift towards more sustainable, inclusive and climate resistant development in Scotland, with one element being decarbonised transport. The framework encourages transition to low-emission vehicles and charging infrastructure, therefore indicating a positive impact for the Implementation Plan. To achieve a net zero, nature-positive Scotland, NPF4 will re-balance the planning system so that climate change and nature recovery are the primary guiding principles for all plans and decisions. The energy sector is an integral part of the vision, providing significant opportunities for growing rural and island communities and overcoming inequalities through a place-based approach.

For islands, the NPF spatial strategy includes supporting new development in areas where the market has previously shown less interest but where regeneration would help to overcome disadvantage.

Although not specifically related to public EV charging infrastructure, this approach could potentially be applied to those EV stations where the benchmark of commercial viability has not been met, and where a multi-modal and/or multi-energy location (MMEL) to crowd in investment is not practical.

NTS2: Original assessment**:** Part of the explanation provided for this score includes the challenge of grid connection costs for EV charging while the roll out of EVs and charging stations is seen as a positive as it will facilitate the use of EVs on the islands without increasing vehicle ownership or transport options and also support tourism through enabling EV users to charge safely while supporting improvement to air quality.

The VIP assessment recognises that the ICIA does point out that this policy may need to include additional consideration of on-going maintenance requirements for charging points.

Relevant actions taken by the Scottish Government in the draft Implementation Plan are:

Action 9: Collaborate to remove barriers to grid connection costs, in order to promote place-based solutions. The draft implementation plan assigns the overall responsibility for this action to DNOs, CPOs and NESO as part of theme 4: increasing private investment. The Scottish Government has a convening role here as these stakeholders already collaborate through the Strategic Transport Electrification Group which has been established by Transport Scotland to tackle challenges to the delivery of the electrification of transport.

Action 13: Mapping of multi-modal, multi energy locations to support holistic place-based approach to public EV charging. The draft implementation plan assigns the overall responsibility for mapping to DNOs and CPOs as part of theme 4: Energy, however there may also be a convening role for the Scottish Government to promote such models.

Action 14: Policy certainty. A continued consistent policy approach to the decarbonisation of transport which promotes multi modal and multi energy models will encourage DNOs and CPOs to consider such solutions in the expansion of the public EV charging infrastructure**.**

Action 15: Use of open-source data. The use of data can help to identify potential gaps in the provision of public EV charging with respect to place-based

solutions, including the development of spatial planning that may include the provision of energy from multiple sources or serve multiple transport modes.

Affordable Public Charging Infrastructure

Policy: TTP **IA:** CRWIA **Group affected:** Children and young people **Topic(s) assessed (where relevant)** n/a **Impact:** Full CRWIA not required; covered under EQIA
Reasons for decision The TTP EQIA states that young people, particularly in rural areas, may need to travel more in order to access employment and that data from the Resolution Foundation stated that more than one in three 18-24 years old are earning less than before COVID. We consider that the same barriers and challenges to using a car or van and refuelling/recharging the vehicle will exist for young people, whether the car is an ICE or an EV. The fall in the prices of second hand EVs below their ICE equivalent as reported by Autocar may support adoption of EVs by young people
Relevant actions taken by the Scottish Government in the draft Vision Implementation Plan are: **Action 6: Ensure an affordable network.** The Scottish Government will continue to provide a consistent policy approach for a fairer, sustainable and enabling regulation and tax environment for EVs and public EV charging tariffs, which will have the impact of bringing down the costs for future EV drivers, making the transition to EVs more affordable. **Action 14: Policy certainty.** The Scottish Government will aim to provide policy certainty so that there is a stable policy environment to expand investment.

Accessible Public Charging Infrastructure

Policy: NPF4 **IA**: CRWIA **Group affected:** Children and Young People

Topic(s) assessed (where relevant) Young People **Impact** n/a
Policy: Transport Just Transition Plan **IA**: Statutory Assessment Interim Update CRWIA **Group affected:** Children and Young People **Topic(s) assessed (where relevant)** Young People **Impact** n/a
Reasons for decision **NPF4:** The NPF4 integrated impact assessment found that the proposals within the NPF4 do not impact negatively upon articles of the United Convention on the Rights of the Child (UNCRC) or the indicators of wellbeing and therefore it is content that it did not impact negatively upon children and young people. **TJTP:** Through the stage 1 screening process, a full CRWIA was not required. It did, however, mention that an extended age - young person section would be included in the EQIA. This section does not include anything directly related to public EV charging infrastructure, however does state that young people, particularly in rural areas, may need to travel more in order to access employment and that data from the Resolution Foundation stated that more than one in three 18-24 years old are earning less than before COVID. We consider that the same barriers and challenges to using a car or van and refuelling/recharging the vehicle will exist for young people, whether the car is an ICE or an EV. The fall in the prices of second hand EVs below their ICE equivalent as reported by Autocar may support adoption of EVs by young people.

Relevant actions taken by the Scottish Government in draft Implementation Plan are: **Action 7: Convene key stakeholders to identify measures to continue to improve the consumer experience.** Bringing together key stakeholders with an interest in the consumer experience of EVs and public EV charging to identify and address key barriers to high quality consumer experience and improve understanding and awareness will also improve accessibility. **Action 14: Policy certainty.** The Scottish Government will aim to provide policy certainty so that there is a stable policy environment to expand investment with the aim of encouraging greater accessibility in the provision of new EVs, the cost of used EVs, and provide an environment that supports private investment in public charging infrastructure. **Action 15: Use of open-source data.** The use of data can identify potential gaps in the provision of public EV charging with respect to areas where charge point requirements for the residing population, as well as those who pass through, are not being met, thus improving accessibility to charging.

Health, Emissions and Pollution

Policy: National Planning Framework 4 **IA**: FSD **Group affected:** Areas suffering from socio-economic inequality issues **Topic(s) assessed (where relevant)** n/a **Impact** Positive (VIP Conclusion)
Policy: NTS2 **IA**: ICIA **Group affected:** Island Communities **Topic(s) assessed (where relevant)** Climate action (CA1) Reduce emissions generated by the transport system to mitigate climate change and improve air quality (national policy). **Impact** Positive (VIP conclusion)
Reasons for decision **NPF4**: To combat environmental conditions and other factors that negatively affect health and access to opportunities, including those relating to transport pollution effects and social isolation (amongst others) to achieve a net zero nature positive

Scotland, NPF4 rebalances our planning system so that climate change and nature recovery are the primary guiding principles for all plans and decisions. **NTS2:** The policy states that Transport is currently Scotland's largest sectoral emitter, responsible for 37% of Scotland's total greenhouse gases in 2017. Of this share, 40% of emissions are due to ICE cars. The transition to EVs will therefore have a positive impact both on island communities and the mainland as it will reduce greenhouse gas emissions (before any reduction in car use for health and wellbeing reasons is taken into account). However, it does not mitigate other pollutants generated by vehicles, for example rubber particulates from road use ending up in water systems.
Relevant actions taken by the Scottish Government in the draft Implementation Plan are: **Action 14: Policy certainty.** A continued consistent policy approach to zero emission public EV charging infrastructure as part of the decarbonisation of transport can be used to promote the improvement of health through the reduction of air pollution by transitioning to EVs. **Action 15: Use of open-source data.** The use of data can identify potential gaps in the provision of public EV charging with respect to areas where vehicle pollution is at its highest, to ensure that charge point requirements for the populations residing in these areas (as well as those who pass through) are met, thus reducing harmful impacts to health by reducing emissions and therefore some types of pollution.

Business and Regulatory Impact Assessment (BRIA)

A BRIA looks at the likely costs, benefits and risks of any proposed legislation, codes of practice or policy changes that could have an impact on the public, private or third sector.

The Scottish Government have invested £65 million in Scotland's Public Charging Network since 2011. Transport Scotland has drawn upon the infrastructure investment expertise of Scottish Futures Trust to look at how the public charging network can be financed and grown at the scale and pace necessary to achieve Scotland's Net Zero targets. In their 2021 review they identified that it was unsustainable for a public funded model to successfully achieve the required level of coverage necessary to support future demand. Moving away from the publicly

funded charge point network model means that the current model will be phased out over the next two years, as a new network contract will not be renewed by Transport Scotland once it expires. All charge points owners will be required to move to an alternative delivery model by the end of 2025. This shift to a more commercial model will offer drivers much greater choice to suit their needs and it will offer the owners, the opportunity to maximise the potential of their EV charging assets. Charge point owners will need to decide on an operating model which will best meet their needs as owners and for the drivers which utilise those charge points. To prepare for the managed exit from the publicly funded model, all charge point owners will be required to begin planning their next steps to realise the full potential of their assets, whilst being supported through this journey by Transport Scotland colleagues, Energy Savings Trust and the current network delivery partner.

In line with this conclusion, Transport Scotland set up a new mechanism to bridge the just transition into private sector funding; the £30 million EV Infrastructure Fund to transition to private sector-led delivery, leveraging in £30 million of additional private sector funding. In the past two years, public funds have been made available for all 32 of Scotland's local authorities to help them develop public EV charging strategies and infrastructure expansion plans, which have underpinned their procurement processes to offer concessionary contracts to private charge point operators to take over and expand what was the original publicly funded network.

The above process has removed the Scottish Government at this time, from having a publicly funded role in the maintenance, operation and ongoing expansion of Scotland's Public EV Charging Network, either directly or via contracted third parties. This has had the effect of removing any direct causal impact on business from the future role of the Scottish Government, meaning that no BRIA assessments are required when analysing its future role in the delivery of the Vision through the draft Implementation Plan.

Any indirect causal impacts which may occur; through UK government legislation, for example, the Public Charge Point Regulations 2023, or through third party voluntary codes of practice such as PAS 1899:2022 Electric Vehicles Accessible Charging Specification produced by the British Standards Institute (BSI) or policy derived actions such as regional 20% reduction in car usage local development plans by local governments, may require a BRIA and other assessments to be undertaken at a local level.

Additional Assessment Findings

Where additional actions that are the responsibility of the Scottish Government, but only as a facilitator or convener, have been identified in other themes, details have been provided of how existing IAs for parent policies may cover such actions.

ICIA

Theme 4: Climate action 9 of NTS 2 states: "We will support households and businesses to make the switch to zero emission vehicles (national policy)." Analysis of CA9 in the ICIA states that island communities may be restricted by a lack of charging infrastructure and that due to grid connection costs, installation costs of charging stations on the islands can be significantly higher than that on the mainland. However, it concludes that the policy will not have a significant impact on transport challenges experienced by the islands, their economic prosperity, nor their unique social challenges, island infrastructure or natural environment and biodiversity.

Theme three and four of the Vision, broken down in the draft Implementation Plan, consider the wider costs of delivering an affordable public charging EV network and the use of green energy. The Scottish Government will facilitate conversations to ensure that charge point operators continue to harness Scotland's renewable energy through supply agreements and maximising local generation where possible as well as encouraging continued dialogue between energy suppliers and transporters to forecast and provide for energy requirements.

BRIA

This section is included to reflect the BRIAs undertaken for the various parent policy impact assessments, where there is a link to Vision themes one to four as explained previously. A BRIA looks at costs, benefits and risks of any proposed primary or secondary legislation and also voluntary regulation, codes of practice, guidance, or policy changes that may have an impact on the public, private or third sector.

The National Transport Strategy 2 Delivery Plan details actions which may in the future lead to change in existing policy, regulation or legislation. It sets out the BRIA questions for assessment of impacts and risks which NTS2 could have on business, local authorities and regulators. Strategic policy impact and risks related to these organisations are addressed in the NTS2 Delivery Plan BRIA, under Reduces inequalities (RI)1,3,4 and 5, Climate Action (CA) 1,2,3,6,10,11 and 12 and Economic Growth (EG) 10 and 11 Monitoring and review.

The consideration of all impacts for each assessment must be an ongoing and proactive effort throughout the refining process of the Implementation Plan. The monitoring and evaluation framework which will be developed upon finalisation of the plan should ensure that the actions taken by the Scottish Government promote positive impacts and establish mitigations, wherever possible, to any negative impacts that have been identified, where they fall within the Scottish Government's remit. Where actions are the responsibility of other stakeholders, the Scottish Government will continue to monitor delivery with a view to developing appropriate policy interventions should they become necessary.

Annex A – Impact Assessments

This annex explains the various requirements for each type of impact assessment which has been considered in developing this report. Please note that the definition of the Strategic Environmental Assessment (SEA) is included here, however as per statutory regulations, is dealt with through a stand-alone process and so is omitted from this report.

1. Equality Impact Assessment (EQIA). The Equality Act 2010 (Specific Duties) (Scotland) and Regulations 2021, cover the characteristics of: Age, disability, gender reassignment, sex including pregnancy and maternity, race, religion and belief, and sexual orientation. An EQIA aims to consider how policy may impact, either positively or negatively, on different sectors of the population in different ways.

2. Fairer Scotland Duty (FSD). This duty is set out in legislation as Part 1 of the Equality Act 2010 and focuses on socio-economic inequality issues. The aim of this assessment is to actively consider what more can be done to reduce the inequalities of outcome caused by socio-economic disadvantage when making strategic decisions. This duty applies to new strategies, action plans, strategic delivery decisions about setting priorities and/or allocating resources, major new policy proposals, and new legislation.

   This duty focuses on socio-economic inequality issues such as low income, low wealth and area deprivation. These issues are also issues for many with protected characteristics and so there may be a correlation between the summary for FSD and the detail under EQIA.

3. Island Communities Impact Assessment (ICIA). In accordance with the Islands (Scotland) Act 2018, section 7 states that ‘a relevant authority must have regard to island communities in carrying out its functions.’ Section 8 of this Act requires the Scottish Ministers, as a relevant authority, to ‘prepare an island communities impact assessment in relation to a- (a) policy, (b) strategy, or (c) service, which, in the authority's opinion, is likely to have an effect on an island community which is significantly different from its effect on other communities (including other island communities) in the area in which the authority exercises its functions’. The National Islands Plan is also considered when completing this assessment.

4. Child Rights and Wellbeing Impact Assessment (CRWIA). This assessment is used to identify, research, analyse and record the impact of a proposed policy on children’s human rights and wellbeing and allows the Scottish Government

to consider whether it is advancing the rights of children in Scotland and protecting and promoting the wellbeing of children and young people. It is a Ministerial duty under the Children and Young People (Scotland) Act 2014. Under section 17 of the United Nations Convention on the Rights of the Child, this assessment is relevant if the plan comprises a strategic decision that affects the rights and wellbeing of children.

5. Business and Regulatory Impact Assessment (BRIA). For the plan, this assessment considers regulation, codes of practice, guidance or policy changes that may have an impact on the public, private or third sector. The BRIA explains; the reason why the Scottish Government proposes to intervene, the options that are being considered and which one is preferred, how and to what extent new policies may impact on Scottish Government, business and on Scotland's competitiveness and the estimated costs and benefits of the proposed measures.

6. Strategic Environmental Assessment (SEA). In accordance with section 1 of the Environmental Assessment (Scotland) Act 2005, 'the responsible authority shall during the preparation of a qualifying plan or programme, secure the carrying out of an environmental assessment in relation to the plan or programme.' SEAs, where deemed relevant, are a statutory obligation and assess how negative impacts can be avoided or minimised and, where appropriate, identifies opportunities for positive effects to be enhanced. Please note, that for the draft Implementation Plan, it has been concluded that an SEA is not required.

Annex B – Parent Policies

Climate Change Plan Update

The Scottish Government's Climate Change Plan update 2020 outlines a pathway to achieving net-zero emissions by 2045. This update, covering the period from 2018 to 2032, emphasizes a green recovery from the COVID-19 pandemic. It includes ambitious targets set by the Climate Change Act 2019 and focuses on transforming sectors such as electricity, transport, buildings, and agriculture. The plan aims to reduce greenhouse gas emissions, stimulate economic recovery, and create jobs through strategic investments in innovation and technology.

The update emphasises the expansion of EV charge point networks as a key component of its strategy to achieve net – zero emissions, outlining the goal of installing approximately 24,000 additional charge points by 2030, leveraging both public and private financing, with particular support for the transition for those in rural areas and among lower-income groups, ensuring equitable access to sustainable transport options.

Strategic Transport Projects Review (STPR 2)

STPR2 is a comprehensive, evidence-based assessment of Scotland's strategic transport network, covering the period from 2022 to 2042. It aims to inform future transport investment decisions to support the National Transport Strategy's priorities. STPR2 evaluates various transport modes, including walking, cycling, bus, rail, and car, as well as island and rural connectivity. The review's recommendations focus on enhancing accessibility, promoting sustainable and smart transport options, and contributing to Scotland's net-zero emissions target.

STPR 2 also highlights the importance of expanding the EV charge point network as part of its broader strategy to enhance Scotland's transport infrastructure, including the need to integrate charging infrastructure with renewable energy sources.

National Transport Strategy 2 (NTS 2)

Transport Scotland's National Transport Strategy 2 (NTS2) outlines a vision for a sustainable, inclusive, and accessible transport system that promotes economic growth, reduces inequalities, and tackles climate change. The strategy focuses on four key priorities: reducing inequalities, taking climate action, helping deliver

inclusive economic growth, and improving health and well-being. It emphasises the importance of transitioning to low-emission vehicles, enhancing public transport, and promoting active travel options like walking and cycling.

National Planning Framework (NPF4)

NPF 4 sets out how we will work together in the coming years to improve people's lives by making sustainable, liveable and productive places. The Planning (Scotland) Act requires the NPF4 to contribute to six outcomes, amongst which the most important for this integrated assessment is the meeting of any targets relating to the reduction of emissions of greenhouse gases, within the meaning of the Climate Change (Scotland) Act 2009 (covered in section 3.1.1 of the National Planning Framework 4). Transport is a key policy area within NPF4 and as adopted will support developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.

NPF4 focuses on four key outcomes: net-zero emissions, a wellbeing economy, resilient communities, and better, greener places. Through Scottish Planning Policy (SPP), it promotes the consistency in application of policies across Scotland and relates to the preparation of development plans, the design of development, and the determination of planning applications and appeals.

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