Edinburgh City Centre Transformation – Proposed Strategy

Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report		Final report	✓

(Tick as appropriate)

1. Title of plan, policy or strategy being assessed

Edinburgh City Centre Transformation (ECCT) Strategy

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

Edinburgh City Centre Transformation is about putting people and place at the heart of city design. A city centre which works for everyone, through attractive, liveable public spaces, with sustainable and active travel made as easy as possible and with people's overall health, wellbeing and happiness centre-stage.

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

Public consultation on the 'Connecting our City, Transforming our Places' prospectus took place between 17 September and 12 November 2018.   The purpose was to inform the emerging Edinburgh City Centre Transformation Strategy as well as development of the City Mobility Plan and Low Emission Zone.

A wide range of stakeholder engagement events have been undertaken both prior to, during and since this consultation exercise with numerous groups across the city. This included meetings with Edinburgh Access Panel and a dedicated ECCT workshop with representatives of a range of protected characteristic groups to consider the mobility and inclusion implications of the emerging strategy.

A further public consultation on the Draft City Centre Transformation Strategy took place from 20 May to 7 July 2019. As such, the IIA has been reviewed in light of consultation feedback on the Proposed Strategy and its draft Environmental Report. The number of respondents self-identifying as having a disability or health condition were 281. The IIA also reflects estimates of the quantifiable and qualitative benefits predicted from delivery of ECCT and the addition of details on how the IIA will be monitored.

4. Date of IIA

An initial IIA workshop was undertaken on 17 January 2019, which was followed by second workshop to review emerging findings and recommendations on 5 April 2019.

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

Name	Job Title	Date of IIA Training	Email
Andrew Smith (Lead Officer)	Senior Planning Officer, City of Edinburgh Council	17.01.19	Andrew.Smith@edinburgh.gov.uk
Greg McDougall	Transport Officer, City of Edinburgh Council	17.01.19	Greg.McDougall@edinburgh.gov.uk
Fiona MacLeod	Policy and Insight Officer, City of Edinburgh Council	17.01.19	Fiona.MacLeod@edinburgh.gov.uk
Frank Henderson	City Wide Service Manager - City of Edinburgh Council	17.01.19	Frank.Henderson@edinburgh.gov.uk
Andrea Mackie	Transport Officer, City of Edinburgh Council	17.01.19	Andrea.Mackie@edinburgh.gov.uk
Lindsay Robertson	Senior Planning Officer, City of Edinburgh Council	17.01.19	Lindsay.Robertson3@edinburgh.gov.uk
John Pounder (Facilitator and Report Author)	Divisional Director, Jacobs	17.01.19	John.Pounder@Jacobs.com
Keith Gowenlock	Director of Operations, Jacobs	17.01.19	Keith.Gowenlock@Jacobs.com
Lewis Begbie	Graduate Planner, Jacobs	17.01.19	Lewis.Begbie@Jacobs.com

6. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?

Data on populations in need	Census 2011 National Records for Scotland 2017 Mid year estimates Scottish Index of Multiple Deprivation (SIMD) Joint Strategic Needs Assessment (CEC, 2015)	City of Edinburgh has one of the fastest growing populations of any city in the UK. The City Centre has a much higher proportion (29%) of residents in the 16-24 age group compared with an Edinburgh wide share of 13%. Conversely, the city centre has a lower share of its population over 65 years of age (12%), compared to the wider city region (22%). Based on 2011 Census Data the wards with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total reporting health conditions. The City Centre had the lowest proportion (22%). The most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre. The City Centre includes some communities which fall within the most deprived in the city (such as the Old Town and Holyrood) and others which are among the least deprived (such as Queen Street and the West End) in Edinburgh.
Data on service uptake/access	Census 2011	Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010, of the 191,000 people living and working in Edinburgh, 63,500 commuted to work by car and a further 63,300 commuted by car from other local authority areas. Transport accessibility is lowest around the periphery areas of Edinburgh, for example Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD.
Data on equality outcomes	Bike Life (Sustrans, 2017)	In a 2017 survey, 24.5% of school pupils, stated they normally travelled to school using only private motorised mode of travel compared with 48.8% who normally use active modes. 2017 data from Transport Scotland indicates that women were more likely than men to walk or catch the bus to work and men were more likely to cycle to work or travel by rail. In Scotland twice as many men as women cycle once or twice a week for transport. In addition, people in lower income households were more likely to walk or take the bus whereas people in higher income households were more likely to drive.

		7.5% of commuters living in Edinburgh cycle to work with over 15.3 million trips made by bike in 2017. In the city black and minority ethnic (BAME) communities, women and over 65s are underrepresented when it comes to cycling. • Female – 37% • Over 65 – 6% • BAME – 3% (8% of City population)
Research/literature evidence	Yes (See list of References in Appendix)	A 2018 Parliamentary Select Committee Report highlighted concerns on the impact of shared space schemes on people with disabilities, which led to the DfT calling for a pause on the development of shared space schemes, which incorporate a level surface, while it reviews and updates guidance.
Public/patient/client experience information	Ongoing including: Public Consultation (Sept – Nov 2018)	• High cost of public transport (especially if interchange required). • Poor orbital public transport connectivity – reliance on city centre interchange (generating unnecessary trips into centre from outskirts). • Consequently, some concern about limiting number of buses in city centre • Concern about implications of a reduction in -on street parking for blue badge holders • Requests for more disabled parking spaces • Some reservations expressed about impacts on elderly of increasing distance between bus stops • Need for safer cycle lanes • Health benefits of improving quality of and access to green space
Evidence of inclusive engagement of service users and involvement findings	IIA Stakeholder Workshop (05/04/19) Edinburgh Access Panel (Nov 2018, April 2019)	• Concerns about impacts of shared space on people with sensory disabilities • Need for better access to public transport information for sensory impaired (using new technology). • Support for better 'more convenient' public transport interchange (e.g. between bus and rail) – seamless ticketing will be important. • Suggestions for minimum distances between bus stops – currently very inconsistent. • Road space re-allocation to pavements benefits disabled. • Advantages of clear waymarking (including of accessible routes) • Area around Waverley Station should be priority for lighting improvements.
	Chair of Access Panel (July, 2019)	• Need to mitigate impact of street closures on people with disabilities through provision of dedicated disabled parking in close proximity.

		• Concern that draft strategy document gives impression of crowded pavements – further thought needs to be given to how inclusivity can be maximised by provision of tranquil places.
Evidence of unmet need	Yes	As above.
Good practice guidelines	Designing Streets (2010) Edinburgh Street Design Guidance (2015)	The strategy has sought to follow best practice guidance such as Designing Streets and Edinburgh Street Design Guidance. In addition, an extensive international benchmarking exercise was undertaken to learn from cities similar in scale to Edinburgh, with broadly recognised good practice in city planning, and recent and most significant interventions in terms of quality of life.
Environmental data	Yes	Detail provided as part of a separate Strategic Environmental Assessment (SEA) which will be published alongside the ECCT Strategy.
Risk from cumulative impacts	Yes	Cumulative impacts may come about as a result of Low Emission Zone, City Mobility Plan and City Plan 2030 policies which are being developed in parallel with Edinburgh City Centre Transformation. Cumulative impacts from this work will be included in due course once impact assessments of these policies/proposals have been undertaken.
Additional evidence required		Information regarding the safety and security of students in the City Centre.

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

Equality, Health and Wellbeing and Human Rights	Affected populations
Positive	
The proposed strategy aims to ensure that people who live in the city centre can experience a great quality of life, ensure the public realm is inclusive, safe and healthy, and that it is easy to travel to and around the city centre. A mode shift to walking and cycling will lead to health benefits for the population.	Cyclists, Pedestrians, people with disabilities, older people residents
Positive impacts as a result of the strategy include facilitating better access to and within the city centre for those using active travel methods and those with mobility impairments. In addition, interventions to improve public transport provision, reliability and interchange will result in positive impacts especially within a city which is characterised by notable topographical challenges.	Deprived communities, disabled, elderly, women, young people (groups which disproportionately rely on public transport).
Positive impacts are expected on people with mobility impairments, disabilities and older people through interventions such as the re-allocation of streetspace to wider and better quality footways, introduction of a shopmobility scheme, and the enforcement of kerbside restrictions.	Older people and people with disabilities
Increased accessibility to the city centre for areas with lower income groups will allow them to access to relatively high productivity (and higher paid) jobs, which could lead to lower inequality in Edinburgh	Low income groups
Negative	
There is the potential for negative impacts on some people with disabilities reliant on private transport to access specific city centre services, as a result of closing selected streets thereby restricting parking for blue badge holders and taxi drop off/pick up. But this will depend on the location of any closures and could be mitigated by the provision of dedicated disabled parking in close proximity.	Some people with disabilities who are reliant on vehicular access (Blue Badge Holders) to access particular city centre services.

Environment and Sustainability	Affected populations
Positive	
The strategy seeks to promote a healthy city and environment in Edinburgh. Through interventions to improve public transport and encourage active travel, it is expected there will be a reduction in the level of traffic, thus resulting in air quality improvements.	All users of the city centre, particularly residents and school children.
Street closures in the Old Town and the reallocation of traffic lanes will improve the safety of those walking and cycling, segregated cycleways and improved priorities at pedestrian crossings will encourage active methods of travel providing health and wellbeing benefits.	Cyclists and pedestrians
Negative	
There are potential negative impacts associated with the creation of new vertical connections such as lifts within the Old and New Towns of Edinburgh World Heritage Site. Increased access and permeability could have a negative effect on Edinburgh Castle as a Scheduled Monument, the Arthur's Seat SSSI designation at Castle Rock and Local Nature Conservation Site of Princes St Gardens.	Effects would be on the historic and natural environment rather than on population.

Economic	Affected populations
Positive	
The proposed strategy aims to create a transformed city centre that powers Scotland's economy, energised by civic, cultural and commercial activity. As a result of the proposed interventions, a key associated benefit is the increase in business activity as a result of promoting active travel, supported by the reallocation of streetspace increasing footfall in key areas.	City centre businesses (particularly retail and hospitality)
In addition, the proposed interventions through promoting active travel and improving public transport reliability and efficiency will improve access to schools and other educational facilities.	School children, students.
Negative	
The minor adverse economic impacts associated with the proposed strategy include potential short-term impacts to retail business located on streets subject to closure to traffic in the Old Town (due to changes to passing trade), as well as the potential financial impact of workplace parking levy on both small businesses and employees.	SMEs and Employees

8. **Is any part of this policy/ service to be carried out wholly or partly by contractors and how will equality, human rights including children's rights, environmental and sustainability issues be addressed?**

    Not applicable.

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

    The communications plan for Edinburgh City Centre Transformation includes the identification of 'hard-to-reach' groups. Based on the number of responses to the phase one consultation, the following groups were identified as those 'hard to reach':

    - Over 65
    - Under 25
    - Black, Asian, and minority ethnic groups

    During phase 2 of the engagement process, a comprehensive consultation and engagement plan was established to deliver the public consultation. Considerable effort, following best practice used successfully in other consultations, was undertaken to specifically reach out to those who have not been represented in the previous consultation. Figures remained low for 75+ and EH1/2 residents, however all other categories reached three figures, which was suitable for analysis purposes.

10. **Does the policy concern agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use?** If yes, an SEA should be completed, and the impacts identified in the IIA should be included in this.

    Yes, the policy/strategy has both positive and negative impacts related to transport. An SEA has been undertaken in parallel to this IIA, and the relevant findings of the IIA have been reported under the Population and Health objective of the SEA.

11. **Additional Information and Evidence Required**
    It would be useful to have evidence on issues surrounding safety and security of students in the City Centre, to assess the extent to which the strategy may address these.

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

The City of Edinburgh Council will continue to liaise with the University of Edinburgh in developing ECCT.

12. Recommendations (these should be drawn from 6 – 11 above)

The recommendations below have been drafted to mitigate (negative) or enhance (beneficial) impacts identified as part of the Integrated Impact Assessment Checklist, and feedback received from consultation responses.

Further action to take forward Recommendation 11 is identified in Section 13 of this IIA report. Recommendation 12 will be progressed through the development of the ECCT Delivery Programme.

The following recommendations (1-7) informed the development of, and were reflected in, the consultation strategy

1. The Strategy should seek to provide dedicated disabled parking spaces very close to unique or critical social/health services (where accessible off-street provision is not available close by).

2. The strategy should prioritise provision of wayfinding informed by accessibility mapping to assist those mobility impairments in navigating the city.

3. The approach to lighting in the strategy should take account of public perception of safety in different parts of the City Centre (for example around key public transport interchanges)

4. For unemployed and those on benefits, perhaps the most significant advantage is likely to be dependent on introduction of supporting measures to improve public transport affordability and accessibility to employment opportunities. In particular integrated ticketing could significantly reduce the cost of multi-stage journeys and the introduction of more orbital bus routes could provide direct access from the city's most deprived communities to employment locations and town centres without the need for interchange in the City Centre.   This approach will be enabled by the provision of new public transport interchanges proposed by ECCT but will need to be delivered through the City Mobility Plan in partnership with public transport operators.

5. Review of the Workplace Parking Levy needs to consider impacts on businesses with vehicle dependencies (e.g. emergency services and shift workers, night time economy workers).

6. Introduction of delivery restrictions and shared services for loading / servicing should be preceded by appropriate engagement / consultation with affected businesses.

7. A commitment to work with key stakeholders to develop a disabled parking plan for the city centre should be included in the City Operations Plan.

8. Any implications of enhanced management of public and open space for rough sleepers should be considered in the design and implementation of individual projects.

The following recommendations 9-11 have been incorporated into the Final Strategy following analysis of feedback from consultation responses on the Draft Strategy.

9. The Strategy should acknowledge the need to improve vehicular access to Waverley station for disabled users.

10. The shop mobility services proposed in the Strategy could be broadened to include 'driven' vehicles which provide access to traffic free streets, many of which have steep gradients.

11. There should be a commitment to work with stakeholders to consider suitable facilities for people with disabilities at new transport interchanges.

Recommendation 12 will require further action to be taken by City of Edinburgh Council as set out of section 13 of this IIA report.

12. The Council should take advantage of the opportunities that enhanced management of public and open space will provide for the promotion of community use/non-commercial activity that celebrates the city centre's cultural diversity. The Open Streets programme provides an early opportunity for testing how the use of these spaces may change.

13. **Specific to this IIA only, what actions have been, or will be, undertaken and by when? Please complete:**
To be completed in final report once final recommendations and actions required have been proposed.

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and contact details)	Deadline for progressing	Review date
Work with Edinburgh's diverse community to identify opportunities to celebrate cultural diversity through the Open Streets Programme	Vivienne Robinson – Open Streets Programme	From 5 May 2019 – commencement of Open Streets programme in Edinburgh.	Annual
Implications of enhanced management of public open space for rough sleepers should be considered.	Daisy Narayanan – Project Director	In line with project delivery as set out in Programme Delivery Plan.	Annual

14. **How will you monitor how this policy, plan or strategy affects different groups, including people with protected characteristics?**

Section 6 of the strategy proposes a number of monitoring indicators used to assess the progress of the strategy. Progress will be monitored in terms of its outcomes in relation to well-being, climate change resilience, live-ability and economic growth.
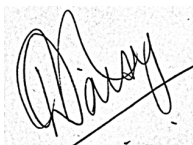
The monitoring strategy and the key indicators that it observes will develop over time, which will include the formation of a mutual monitoring strategy across the City Centre Transformation Strategy, the City Mobility Plan and Low Emission Zone projects. It is recommended that in developing this monitoring strategy further consideration is given to developing indicators which can enable the council to assess the performance of the city centre in relation to some of the key equality issues identified in this IIA, these could include for example:

- implementation of disabled parking plan that meets demand and is in the right locations
- number of people with disabilities visiting the city centre
- availability and use of shop mobility
- implementation wayfinding and monitoring user experience
- implementation of measures to enable inclusive access particularly at public transport interchanges.

15.   Sign off by Head of Service/ Project Lead

Head of Service   Michael Thain, Head of Place Development

Date 21.08.2019

Project Lead   Daisy Narayanan, Project Director

Date 21.08.2019

16.   Publication

Send completed IIA for publication on the relevant website for your organisation. See Section 5 for contacts.

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Appendix A. IIA Evidence

1.1   Introduction

This Appendix presents baseline data to inform the Integrated Impact Assessment of the Edinburgh City Centre Transformation Strategy. The data has been selected to address the evidence requirements as set out in the IIA Guidance (Section 4.6 – Evidence available at the time of the IIA), namely:

- Data on populations in need

- Data on service uptake/access

- Data on equality outcomes

- Research literature / evidence

- Public experience information

- Evidence of inclusive engagement of service users and findings

- Evidence of unmet need

- Good practice guidelines - these are separately identified in the ECCT Proposed Strategy which has been informed by extensive international benchmarking of good practice.

- Environmental data – these are separately presented in the Strategic Environmental Assessment Scoping Report, of the ECCT Proposed Strategy.

1.2   Population in Need

For the purposes of the IIA of the ECCT Proposed Strategy the population in need is defined as those people with protected characteristics (as defined in the Equality Act 2010), as well as people experiencing socio-economic deprivation. The following protected characteristics are relevant to the Public Sector Equality Duty:

- Age;

- Disability;

- Gender reassignment;

- Pregnancy and maternity;

- Race;

- Religion and belief;

- Sex; and

- Sexual orientation.

The Scottish Index of Multiple Deprivation has been used to identify communities experiencing socio-economic disadvantage.

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Population

2017 Ward Populations/City Wide Average

Figure 1 - Edinburgh 2017 Ward Populations
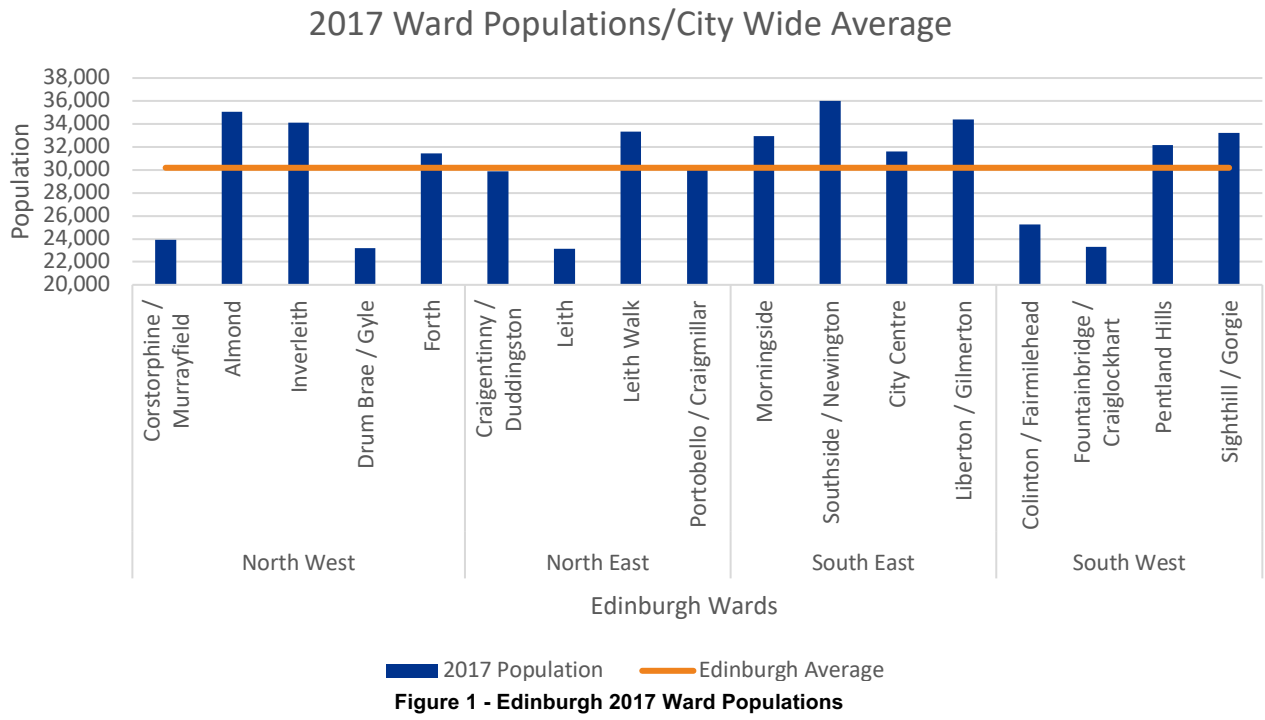
According to the National Records of Scotland 2017 mid-year estimates, the population of the City of Edinburgh was 513,210 (National Records of Scotland 2018). As shown in Figure 1, the ward with the largest population is Southside/Newington with 36,028 (7% of the city total) and Leith ward has the smallest population at 23,163 (4.5%). The City Centre has a population of 31,634 (6.2%). Figure 2 displays the 2016 based population projections for both Edinburgh and Scotland. According to the National Records of Scotland (2016), the population of Edinburgh will increase by 7.7% by 2026 (from 507,170 to 546,444). In comparison Scotland's population will only increase by 3.2%. Over the same 10 year period, the population of those aged 65+ is expected to increase by 20.2% (from 75,933 to 91,270) in comparison to Scotland which will increase by 19.1%.

% Populations Projection Edinburgh/Scotland

Figure 2 - % Population Change Edinburgh/Scotland
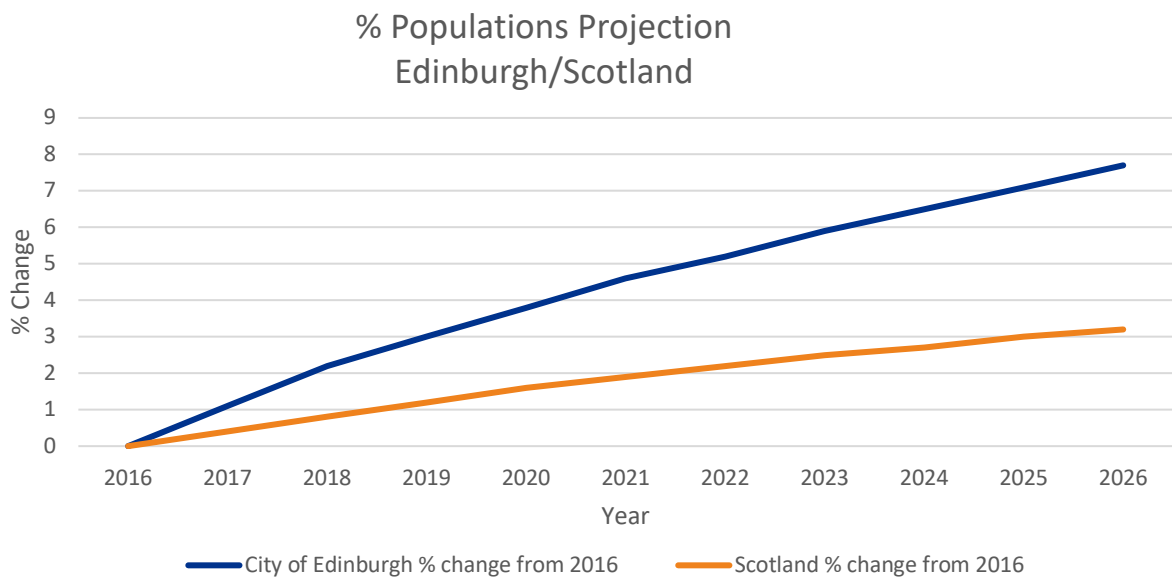
Age Profile

Based on National Records of Scotland 2017 midyear estimates (National Records of Scotland 2018), the 25-44 age category is the most populated age group in Edinburgh and in the city centre accounting for 34% and 38% of their total populations respectively. The 16-24 age group exhibits the greatest disparity between the two, with the City Centre population very high at 29% compared with an Edinburgh wide share of 13%. This reflects the high population of students in the city centre. According to Edinburgh by Numbers 2018, 31,900 students (both undergraduate and postgraduate) were enrolled at the University of Edinburgh and 12,900 students at Edinburgh Napier University in 2017 (City of Edinburgh Council 2018).
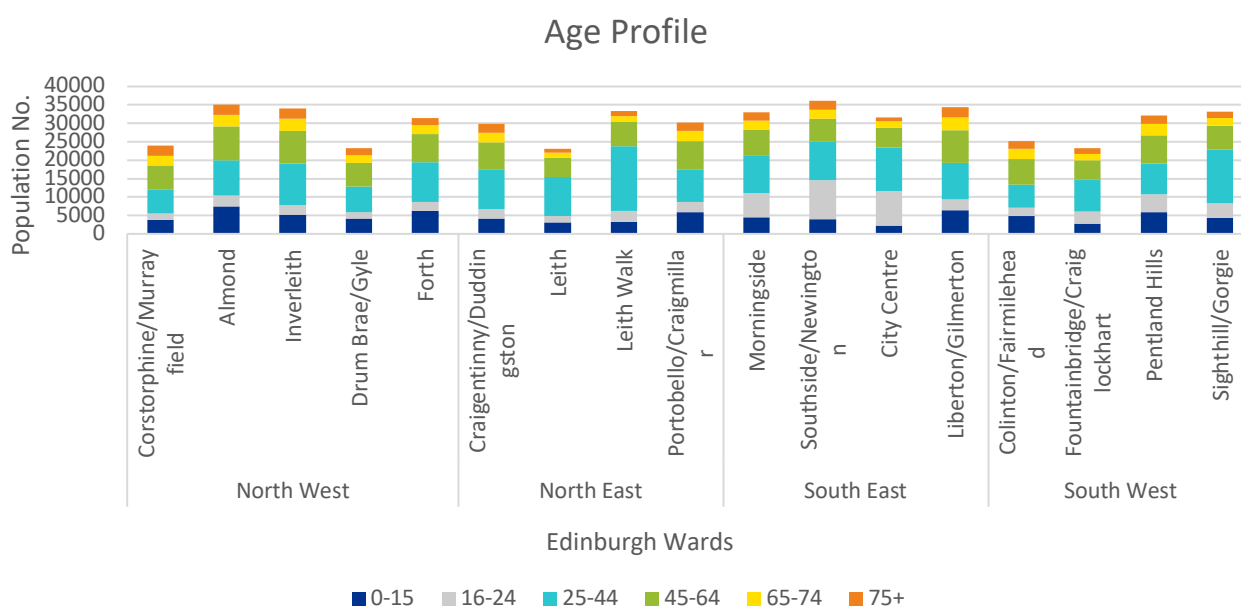
Figure 3 - Age Profile of Edinburgh Wards

Almond ward has the greatest number of people between 0-15 years (7458) and Inverleith ward has the highest number of residents aged over 75 years (2914).

Table 1 displays the age structure of the City Centre Ward in comparison to Edinburgh Wide statistics.

Table.1 - Age structure by City Centre Ward and Edinburgh Wide

Locality	Age Structure												Total
	0-15		16-24		25-44		45-64		65-74		75+		
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
City Centre Ward	2276	7%	9257	29%	11,945	38%	5343	17%	1649	5%	1164	4%	31,634
Edinburgh Wide	78,052	15%	65,500	13%	173,108	34%	119,482	23%	41,284	8%	35,784	7%	513,210

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Gender

2017 mid-year estimates indicate there was a relatively even distribution of male (49%) and female (51%) populations in Edinburgh (National Records of Scotland, 2018). This split is similar across all electoral wards in Edinburgh.

Ethnicity and Religion

Based on 2011 Census data, 16% of those living in Edinburgh are from a Black, Asian and Minority Ethnic (BAME) group as shown in Table 2 (National Records of Scotland 2011). Edinburgh has a greater percentage of 'all other ethnic groups'[1] than the Scottish average (7%). The wards with the greatest diversity were Leith Walk and the City Centre both of which had 26% of their total populations from 'other ethnic groups'.

Table 2 - Percentage of ward populations from ethnic minorities

Edinburgh Electoral Wards	Total Population	Percentage of White: Scottish, British & Irish	Percentage of All other ethnic groups
Scotland	5,295,403	93%	7%
Edinburgh Wide	476,626	84%	16%
Corstorphine/Murrayfield	22,967	91%	9%
Almond	25,016	94%	6%
Inverleith	31,112	87%	13%
Drum Brae/Gyle	22,221	90%	10%
Forth	33,211	83%	17%
Craigentinny/Duddingston	25,746	86%	14%
Leith	24,931	82%	18%
Leith Walk	31,867	74%	26%
Portobello/Craigmillar	25,380	87%	13%
Morningside	34,165	82%	18%
Southside/Newington	33,223	75%	25%
City Centre	24,150	74%	26%
Liberton/Gilmerton	33,392	85%	15%
Colinton/Fairmilehead	24,238	92%	8%
Fountainbridge/Craiglockhart	23,994	83%	17%
Pentland Hills	23,715	88%	12%
Sighthill/Gorgie	37,298	81%	19%

Disability

Under the Equality Act 2010, a person has a disability if:

- they have a physical or mental impairment; and/or
- the impairment has a substantial and long-term adverse effect on their ability to perform normal day-to-day activities.

2017 mid-year estimates indicate that 15% of the population of Edinburgh reported a limiting long-term health problem or disability that limited their day-to-day activities (City of Edinburgh Council 2018). A breakdown of the data by Edinburgh electoral wards is provided in Table 3, which shows a significant variation across the city from a low of 10% in the City Centre up to 20% in Liberton/Gilmerton.

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[1] All other ethnic groups' – including White: Gypsy/Traveller, White: Polish, White: Other White, Mixed or Multiple Ethnic Group, Asian, African, Caribbean and Other ethnic groups.

Table.3 - Percentage disability by Electoral Wards (2017)

Edinburgh Electoral Wards	Total Population	Day-to-day activities limited a lot (%)	Day-to-day activities limited a little (%)
Edinburgh Wide	513,210	7%	8%
Corstorphine/Murrayfield	23,425	7%	9%
Almond	35,056	6%	8%
Inverleith	31,888	6%	8%
Drum Brae/Gyle	23,667	7%	9%
Forth	31,414	8%	9%
Craigentinny/Duddingston	28,844	9%	10%
Leith	23,163	7%	8%
Leith Walk	34,381	6%	7%
Portobello/Craigmillar	30,238	9%	10%
Morningside	33,604	4%	7%
Southside/Newington	35,066	6%	8%
City Centre	34,575	4%	6%
Liberton/Gilmerton	34,397	10%	10%
Colinton/Fairmilehead	21,770	5%	8%
Fountainbridge/Craiglockhart	27,004	6%	8%
Pentland Hills	32,181	7%	9%
Sighthill/Gorgie	32,537	8%	9%

Pregnancy and Maternity

According to the National Records of Scotland (2019), the birth rate across the city has decreased by 10% over a 10-year period from 2008 to 2018 (Figure 4). Over the same period, the Scottish birth rate decreased by 15%. The location of health and social care facilities within Edinburgh are shown in Figure 6.

Births in City of Edinburgh by Month of Registration, 1996-2018

Sexual Orientation
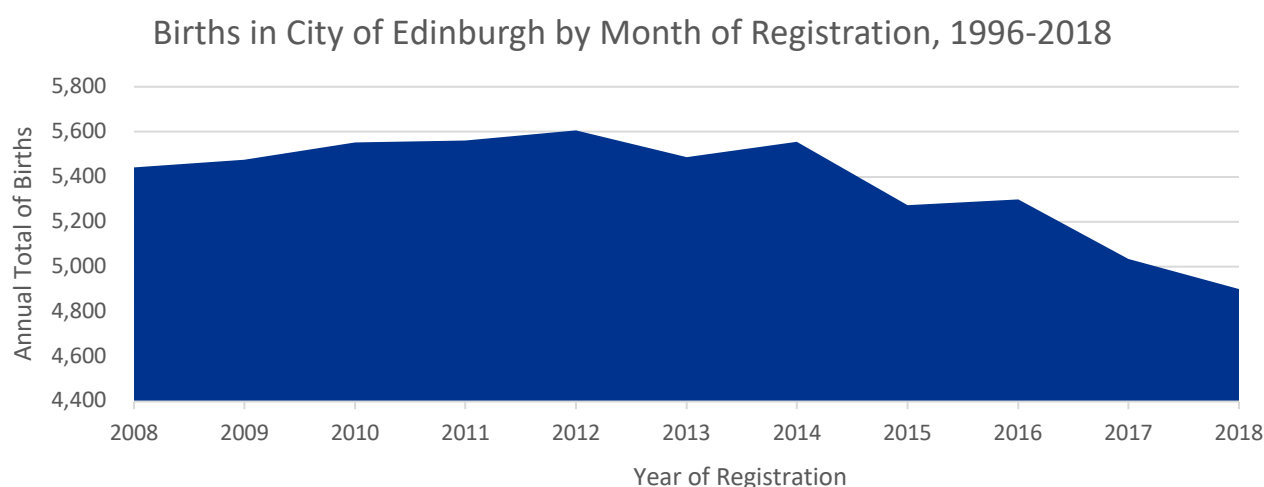
Figure 4 - Births in Edinburgh 2008-2018

There is no data on sexual orientation available at electoral ward level for Edinburgh. However, according to the Scottish Surveys Core Questions 2016 (Scottish Government 2016a) 95.3% of the 1,462 sample responded saying they were Heterosexual, with 3.6% responding LGB & Other. In comparison the Scottish average is 95.3% and 2.2% respectively.

Areas of Deprivation

The Scottish Index of Multiple Deprivation (SIMD) has been used to identify areas of concentration of relative deprivation within Edinburgh. The SIMD is comprised of seven different domains of deprivation: income, employment, education, health, access to services, crime and housing, which are combined into a single index (Scottish Government 2016b).

Data is collected at a 'datazone' level, which is an area that encompasses approximately 500 to 1000 household residents. The least deprived datazones[2] are assigned as Quintile 1 and the most deprived are assigned as Quintile 5. Figure 7 maps SIMD levels within Edinburgh. Those areas with the higher levels of deprivation are in peripheral areas of the city at Pilton, Granton, Portobello/Craigmillar and Wester Hailes. Areas of least deprivation in Edinburgh include Costorphine/Murrayfield, Morningside, Almond and Trinity.

The City Centre is like a microcosm of the wider city, as it includes some communities which fall within the most deprived in the city (such as the Old Town and Holyrood) and others which are among the least deprived (such as Queen Street and the West End) in Edinburgh.

1.3   Service Uptake and Outcomes

This section presents data on the use of the city centre by different groups, drawing on stakeholder feedback from engagement and consultation.

Accessibility of the City Centre

In autumn 2018, Edinburgh City Council conducted a consultation on the emerging proposals for the City Centre entitled '*Edinburgh: connecting our city, transforming our places'. (City of Edinburgh Council 2019a).*

Question 20 of the survey asked, '*What impacts on fairness and equality, if any, might result from introducing any of the ideas previously discussed?'* Of the 2606 responses 38 included the word '*Accessibility*'. Respondents highlighted the lack accessibility of the city centre for disabled people due to the lack of dedicated disabled parking spaces. In addition, a number of respondents asserted if public transport was made more accessible and cheaper then residents would be more inclined to use it. Some respondents suggested that removing buses from the city centre would be unfair to those with disabilities or accessibility limitations.

This is further reinforced by responses to Question 4 of the survey to which 54% of respondents chose '*Strongly Agree*' when asked if '*The amount of general traffic in the city centre and town centres should be reduced to improve the experience for people who travel on foot, bicycle and public transport'.*

Availability of and Access to Services in the City Centre

Figure 6 illustrates the location of health, education and social care facilities in the city centre of Edinburgh. It can be seen that a large number of facilities clusters in the South East Locality towards the Old Town and Newington. Three health care facilities including Lauriston Building (Ear, Nose and Throat (ENT), Dermatology and Orthopaedic services), Chalmers Sexual Health Clinic and the Princess Alexandra Eye Pavilion, are located in the Old Town on the perimeter of the World Heritage Site. In addition, there are a number of educational facilities, community centres and chemist/pharmacies within the City Centre ward.

Figure 8 presents accessibility by bus to the City Centre from the different areas of Edinburgh. Accessibility is measured, by the time (in minutes), a bus journey takes without interchange from all parts of the City to Princes

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[2] Data zones are '*groups of 2001 Census output areas and have populations of between 500 and 1,000 household residents' -* https://www.webarchive.org.uk/wayback/archive/20180520200420/http://www.gov.scot/Publications/2005/02/20697/52626

Street between 0600 and 0900 hours. It can be seen that the communities of Liberton/Gilmerton, Portobello/Craigmillar and Colinton/Fairmilehead have the longest bus journey time to the city centre taking between 40 and 70 minutes.

When comparing Figures 7 and 8 it can be seen there is a spatial correlation between areas of high deprivation, and those with the lowest accessibility by bus to city centre locations. This correlation is strongest in peripheral areas of Edinburgh such as Liberton/Gilmerton, Wester Hailes and Drum Brae/Gyle.

Details on the location of public toilets can be found on the City of Edinburgh Councils' website (City of Edinburgh Council, 2019b). At the time of writing there appeared to be eleven publicly accessible toilet facilities within the City Centre ward. Only some of these have disabled access. The City of Edinburgh Council has also established a Community toilet scheme which aims to increase the availability of toilet facilities to the public.

An IIA workshop with stakeholders from national and local organisations representing disabled groups identified a lack of facilities for disabled people who use the city centre. Those highlighted included: respite seating; provision of information in alternative formats (including digital audio) on the location of bus stops and associated real time information on bus services; effective waymarking to encourage able bodied pedestrians away from most congested routes.

Safety of the City Centre

The 2017 Edinburgh People Survey reported 84% of respondents feel safe in their neighbourhood after dark (City of Edinburgh Council, 2017). This varied between groups with lower rates reported by women (78%), people aged 65+ (77%), unemployed people (69%), retired people (77%) and people with a disability or long-term illness (71%). This survey also reported that between 2015 and 2017, 87% of respondents were satisfied by street lighting. Figure 5 provides a summary of these two data sets for each ward in Edinburgh. For both statistics the City Centre ward follows a similar trend to the city wide average with 84% of respondents feeling safe in their neighbourhood after dark and 86% satisfied with street lighting.

Participants in the IIA workshop (March 2019) highlighted the issue of poor lighting in certain areas. A notable example was the Calton Road entrance and taxi rank at Waverley Station, which provides the primary step free access to the Station.
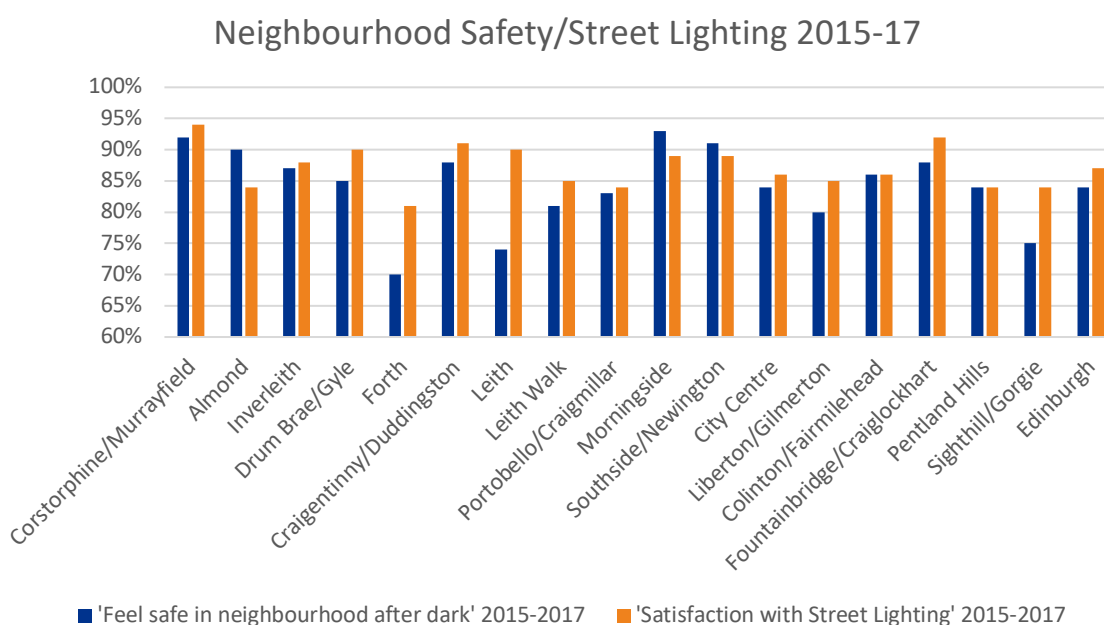

Figure 5 - Edinburgh People Survey responses to questions regarding neighbourhood safety and street lighting

Twenty responses to Question 20 (see above) of the Survey '*Edinburgh: connecting our city, transforming our places*' mentioned the word '*safety*' with a large number of them highlighting the safety of women cycling as well

as using public transport (City of Edinburgh Council, 2019). Sustrans Bike life report states that of those that cycle in Edinburgh only 37% are female (Sustrans 2017). In addition, the report, reiterates the issue of cycling safety where it is stated that only 25% of people think cycling safety in Edinburgh is good and only 19% think safety of children's cycling is good. Phase 2 of the ECCT public consultation found that 80% of respondents expressed slight or strong agreement for the proposed vehicle free streets, pedestrian priority zone, public realm enhancements, fully connected central cycle network, city centre hopper bus and public transport interchanges, therefore demonstrating support for a safer city centre (City of Edinburgh Council 2019).

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Health, Education and Social Care Facilities in the City Centre
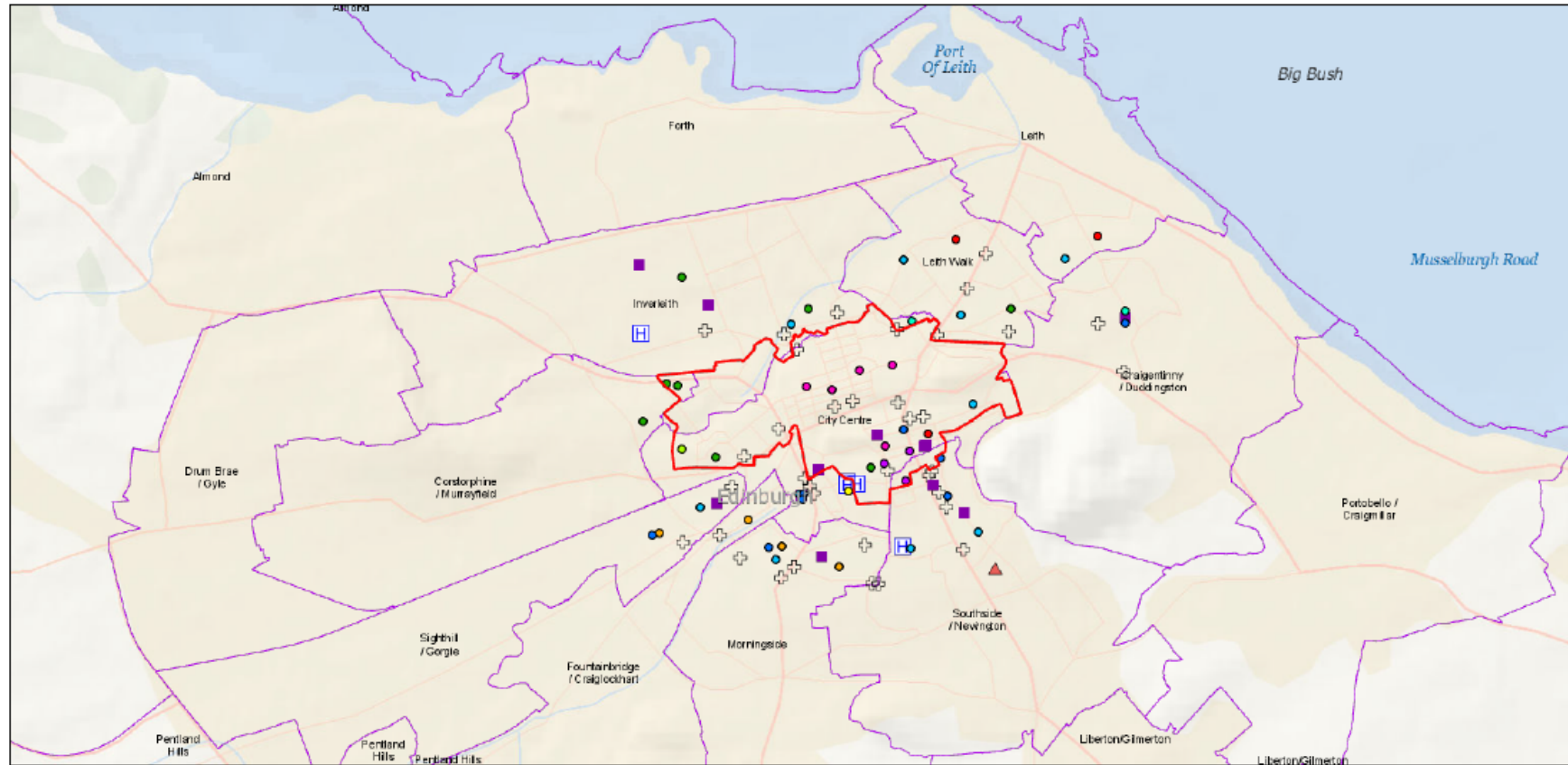
5/6/2019, 10:32:52 AM

|			
☐ World Heritage Site	■ Community Centre	○ Schools under-development	● Nursery schools
▲ Nursing home	● Special schools	● Private schools	● Higher education
✚ Chemist/pharmacy	○ Secondary schools (RC)	● Primary schools (RC)	● Further and higher education
Ⓗ Hospital NHS	● Secondary schools (NonDom)	● Primary schools (NonDom)	☐ Ward Boundaries

1:72,224

0   0.5   1   2 mi
0   0.75   1.5   3 km
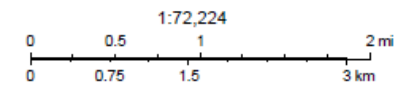
Sources: Esri, GEBCO, NOAA, National Geographic, Garmin, HERE, Geonames.org, and other contributors, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Web AppBuilder for ArcGIS
OceanWise, Esri, DeLorme, NaturalVue | NOAA OCS, Esri, DeLorme, geonames.org |

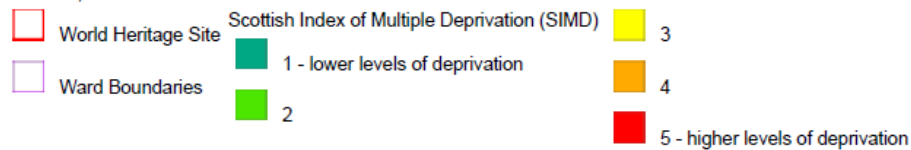**Figure 6 - Health, Education and Social Care facilities in Edinburgh City Centre**
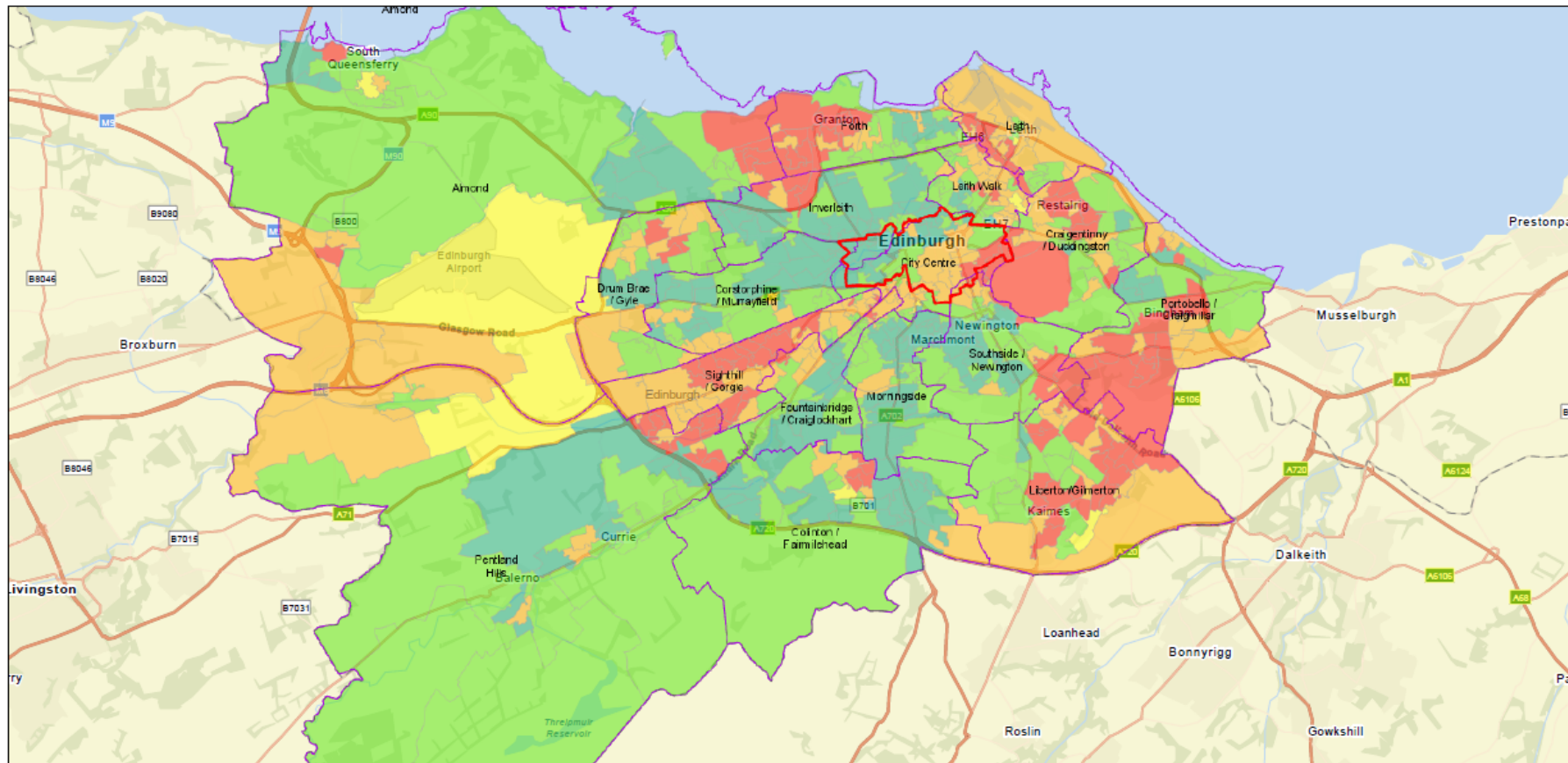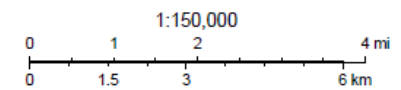
Figure 7 - Scottish Index of Multiple Deprivation 2016 - Edinburgh Quintiles

Figure 8 - Accessibility by bus to Princes St. without interchange (AM)

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