

City Mobility Plan

Integrated Impact Assessment

Summary Report

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| Interim report | | Final report | ✓ |
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1. Title of plan, policy or strategy being assessed

City Mobility Plan

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

Since its inception in 1996, the Council has had a Transport Strategy centred on supporting the development of the city and on encouraging efficient and environmentally-friendly travel. The current strategy is the Local Transport Strategy 2014-2019.

Edinburgh continues to face significant mobility and transport challenges, but these are amplified by city and regional growth forecasts. The emergence of COVID-19 has added to the range of issues faced, bringing unprecedented challenges. The range of challenges and issues has been expressed through extensive stakeholder and public engagement activities over the past three years and demonstrate a clear desire for action.

To meet these challenges a City Mobility Plan (the Plan) has been developed to succeed the Local Transport Strategy. The Plan will improve travel choice and access to public and sustainable transport for all residents and visitors to Edinburgh, regardless of age, ability or background, leading to fewer trips made by car – this will improve air quality, public health and experience of streets and public spaces.

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

Between March and May 2018 combined engagement was undertaken with stakeholders on the City Mobility Plan, Edinburgh City Centre Transformation and the Low Emission Zone project to identify mobility issues and opportunities in Edinburgh. Stakeholders consulted included Edinburgh Access Panel and EVOC.

Following analysis of the consultation undertaken in early 2018 a range of ideas to deal with the issues was created. These ideas were then set out in the prospectus 'Connecting our City, Transforming our Places' which formed the basis of wide-ranging public consultation in summer and autumn 2018. This phase of engagement, which was the largest public engagement exercise undertaken in Edinburgh in 2018, included public engagement events, focus groups, surveys and market research which targeted hard to reach citizens. In addition to the general public engagement, further meetings took place with Edinburgh Access Panel and a dedicated young persons event involving school pupils from around the city was held.

All of the consultation informed a draft Plan which was the subject of further public and stakeholder consultation in early 2020 in conjunction with the emerging City Plan 2030. The consultation, which focused on the Plan's vision and objectives and new policy measures involved public drop-in events, stakeholder meetings and workshops, and an online survey that collectively gathered the views of people from across the city and into the wider region.

4. Date of IIA

An IIA workshop for interest and stakeholder groups to look at emerging policy proposals was arranged for July 2019 but due to lack of interest this did not go ahead. A workshop was held, however, with Edinburgh Access Panel in September 2019.

A full IIA workshop involving City of Edinburgh Council staff was held on 29 October 2019. Officers from a wide range of services were invited but those who attended were predominantly transport and planning officers.

The Plan's finalisation has taken account of issues identified as part of the IIA process and new elements introduced since the Draft Plan consultation have been reviewed to ensure they do not impact negatively on equalities and inclusion.

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 |
|--|------------------------------------|-----------------------------|---------------------------------|
| Greg McDougall (facilitator and report | Transport Officer – Spatial Policy | 29/10/2019 | greg.mcdougall@edinburgh.gov.uk |

| | | | |
|-----------------|---|------------|----------------------------------|
| writer) | | | |
| Andrew Smith | Senior Planning Officer | 29/10/2019 | andrew.smith@edinburgh.gov.uk |
| Andrea Mackie | Transport Officer - Development | 29/10/2019 | andrea.mackie@edinburgh.gov.uk |
| Laura Marshall | Planning Officer | 29/10/2019 | laura.marshall@edinburgh.gov.uk |
| Gavin Sherriff | Acting Senior Transport Team Leader - Parking | 29/10/2019 | gavin.sherriff@edinburgh.gov.uk |
| Suzanne Hunter | Transport Officer – Development | 29/10/2019 | suzanne.hunter@edinburgh.gov.uk |
| Cameron Baillie | Transport Officer - Planning | 29/10/2019 | cameron.baillie@edinburgh.gov.uk |
| Alan Dean | Transport Officer – Public Transport | 29/10/2019 | alan.dean@edinburgh.gov.uk |

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 | Edinburgh has one of the fastest growing populations of any city in the UK, with the population projected to have increased by a further 12% to 2043. This is partly due to an aging population – the number of people over 75 will nearly double by 2043. |

| Evidence | Available? | Comments: what does the evidence tell you? |
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| | | <p>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%).</p> <p>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.</p> |
| Data on service uptake/access | Census 2011 | <p>Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010 of the 190,000 people living and working in Edinburgh, 60,000 commuted to work by car and a further 61,300 commuted by car from other local authority areas.</p> <p>Transport accessibility is lowest around the periphery of the city, for example Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD.</p> |
| Data on equality outcomes | Bike Life (Sustrans 2017) | <p>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</p> |

| Evidence | Available? | Comments: what does the evidence tell you? |
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| | | <p>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.</p> |
| Research/literature evidence | Yes | <p>City Mobility Plan is informed by a number of other strategies, including:</p> <p>National Transport Strategy Strategic Transport Projects Review National Planning Framework Regional Transport Strategy Edinburgh City Vision 2050 Emerging 2030 Sustainability Strategy Emerging City Plan 2030</p> <p>An Equalities and Rights Assessment was prepared for Local Transport Strategy 2014-2019. No negative impacts were identified.</p> |
| Public experience/ information | Including Consultation between spring 2018 and spring 2020 | <ul style="list-style-type: none"> • Affordability of public transport (especially if interchange required). • Concern about safety with pedestrians and cyclists sharing infrastructure. • Worry that reducing traffic in one area will displace traffic to adjacent/nearby areas. • Poor orbital public transport |

| Evidence | Available? | Comments: what does the evidence tell you? |
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| | | <p>connectivity – reliance on city centre interchange (generating unnecessary trips into centre from outskirts).</p> <ul style="list-style-type: none"> • Some concern about limiting number of buses in city centre. • Concern about implications of a reduction in on street parking for blue badge holders. • Reservations expressed about impacts on elderly of increasing distance between bus stops. • Access for freight and deliveries needs to be maintained. • Parking provision is essential for people with mobility difficulties and people with small children. • Scepticism around interchanges compelling people to change mode, particularly people with mobility difficulties. • Public transport ticket payment methods are outdated and inflexible but concern that over reliance on technology presents a social barrier. • Technological barriers to using Mobility as a Service options. • Costs of LEZ will have social implications and be felt more by less well off people. • Concern that cost of Workplace Parking Levy will be passed to |

| Evidence | Available? | Comments: what does the evidence tell you? |
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| | | employees. |
| Evidence of inclusive engagement of service users and involvement findings | <p>Edinburgh City Centre Transformation IIA Stakeholder Workshop (April 2019)</p> <p>Edinburgh Access Panel (November 2018, April, September 2019)</p> <p>City Mobility Plan IIA Workshop (October 2019)</p> | <ul style="list-style-type: none"> • 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. • 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. |
| Evidence of unmet need | Yes | As above. |
| Good practice guidelines | Yes | <p>At the start of Plan's development a review of the previous Local Transport Strategy was undertaken by Napier University's Transport Research Institute and recommendations made on suggested structure of the Plan.</p> <p>Officers producing the Plan have been involved in an information sharing European project (Sustainable Urban Mobility Planning) aimed at sharing best practice on how to produce a</p> |

| Evidence | Available? | Comments: what does the evidence tell you? |
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| | | mobility plan. |
| Environmental data | Yes | Detail provided as part of a separate Strategic Environmental Assessment (SEA) which will be published alongside the City Mobility Plan. |
| Risk from cumulative impacts | | Cumulative impacts may come about as a result of Low Emission Zone, Edinburgh City Centre Transformation projects and emerging City Plan 2030 policies which are being developed in parallel with City Mobility Plan. Focus on equalities and inclusion will remain strong as policies and proposals are further developed. |
| Other (please specify) | | |
| Additional evidence required | N/A | |

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

| Equality, Health and Wellbeing and Human Rights | Affected populations |
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| <p>Positive</p> <p>The impacts resulting from the City Mobility Plan will be predominantly positive, improving the range of transport choice available, the affordability of transport and accelerating a shift from private car use to more use of healthy, sustainable modes of transport.</p> <p>Positive impacts will include improved access to public transport for more people (in terms of both affordability and range/number of services available), car sharing and car club options for people who have no access to a car and access to expanded and improved footways and cycleways for those walking, wheeling and cycling.</p> <p>Affordable, accessible public transport will benefit young</p> | All |

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| <p>people accessing education and will help to provide access to employment opportunities for people seeking work.</p> <p>Less use of private car and more use of public transport, walking, wheeling, cycling and car sharing will result in public health improvements – air quality will be improved, road safety will be improved and individual health will benefit from more active travel. In addition more sustainable travel will contribute to adaptation to climate change and extreme weather events.</p> <p>Negative</p> <p>Some of the Plan’s policies, such as extension of parking controls, might have a disproportionately negative impact on older people, people with mobility difficulties, carers and others reliant on private transport to access or provide services and amenities. This could be mitigated by improvements to other modes of transport and increased choice of transport options. Policies also take account of ensuring parking is provided for people with mobility difficulties, local residents and servicing/loading for local businesses.</p> <p>There are proposed policies which may have a disproportionate impact on people vulnerable to poverty, for example Workplace Parking Levy (WPL), ‘pay as you drive’ charging and LEZ policies which may involve extra financial burden. Further engagement will be undertaken for these proposals at the appropriate time/as needed and equalities and inclusion impacts fully considered. Similarly, increased use of technology may impact on people with no access to smart phones or bank accounts. This will be mitigated as far as possible as detailed proposals are developed, for example through relevant actions plans/specific proposals.</p> | <p>Older people, families, carers and people with mobility difficulties</p> <p>Those vulnerable to poverty</p> |
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| <p>Environment and Sustainability</p> <p>A separate SEA has been completed and should be referred to. The SEA did not identify any significant negative effects from the policy measures in the Plan.</p> | <p>Affected populations</p> |
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| <p>Economic</p> <p>Positive</p> <p>The City Mobility Plan will benefit Edinburgh’s economy – by improving movement of people and goods into and around the city, congestion will be reduced and public health will be improved.</p> <p>Increased range of transport options and improved accessibility to transport will facilitate easier access to employment opportunities for all.</p> <p>There is the potential for positive impacts on retail as fewer shoppers travel by car – evidence suggests that shoppers who travel by public transport, on foot, wheel or by bike spend more than those who travel by private car.</p> <p>Some of the policy measures will support expanded and new economic growth – for example changes to how deliveries are made in Edinburgh through lower emission vehicles/electric cargo bikes/micro distribution hubs may provide new business opportunities.</p> <p>Negative</p> <p>Reductions in parking provision and loading and delivery restrictions might have an impact on businesses – this would likely be short term as business would adapt to any changes. Relevant policies make provision for local business needs in terms of servicing/loading. Introduction of a Workplace Parking Levy has the potential to impact on businesses and their employees.</p> <p>Implementation of changes to parking provision, loading and delivery restrictions and introduction of Workplace Parking Levy will be informed by a consultation process to ensure impacts can be minimised/mitigated where possible.</p> | <p>Affected populations</p> <p>Local business</p> <p>Local business, employees</p> |
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- 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?**

No

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

The City of Edinburgh Council can offer an audio, Braille, large print and various computer formats on request through Happy to Translate.

- 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, a SEA should be completed, and the impacts identified in the IIA should be included in this.**

The City Mobility Plan concerns transport, planning and land use and a Strategic Environmental Assessment (SEA) is required. A SEA has been carried out.

11. Additional Information and Evidence Required

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

No further evidence required.

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

- Ensure equalities are considered when implementing the policy measures in the Plan.
- Continue to utilise existing networks, including Edinburgh Access Panel, EVOC and network of other stakeholders to ensure that implementation of policy measures, as part of specific action plans and projects, are fully inclusive.

- Consultation on detailed actions as required by the policy measures in the Plan will be undertaken at appropriate times throughout the Plan's 10 year period, as part of individual project development.

13. Specific to this IIA only, what actions have been, or will be, undertaken and by when? Please complete:

| Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts) | Who will take them forward (name and contact details) | Deadline for progressing | Review date |
|--|--|---|--|
| Continue to utilise existing networks and up to date data (including citywide survey work) as part of the Plan's monitoring schedule to inform the review of the Plan and identify any issues which need to be mitigated as part of that review. | Ruth White – City Mobility Plan Project Manager | Every two years to 2030 (or as circumstances require) | Anticipated Spring 2023 however the next review likely to be sooner to review against COVID-19 impacts once a more settled position is reached and medium/longer terms impacts are easier to predict |

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

Indicators and targets has been developed which will be used to monitor the success of the Plan every 2 years (or as circumstances require). It aligns with the approved Edinburgh City Centre Transformation Strategy, emerging City Plan 2030, emerging Sustainability Strategy, and Low Emission Zone project to ensure an integrated approach, and to continue the close alignment of these mutually supportive projects.

15. Sign off by Head of Service

A handwritten signature in black ink, appearing to read 'Paul Lawrence'.

Name Paul Lawrence, Executive Director of Place (in the absence of Michael Thain, Head of Place Development)

Date 21 June 2021

16. Publication

Send completed IIA for publication on the relevant website for your organisation.