Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report	X	Final report		(Tick as appropriate)

1. Title of plan, policy or strategy being assessed

City of Edinburgh Council – Leith Connections Phase 1 and 2

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

The overall aims of the scheme are to create a safer and more comfortable street environment for residents walking, cycling and spending time in the local outdoor spaces.

The proposal includes a segregated cycle lane through Leith which connects the Foot of the Walk junction to Ocean Terminal via Great Junction Street, Henderson Street, Sandport Place, Dock Street and Commercial Street and also includes a number of changes to the traffic operations in Leith by implementing restrictions to vehicular traffic. The aims of the proposal is to create safe routes that are free from traffic to enable people to walk and cycle for everyday journeys.

The proposals have been informed by a detailed active travel study covering the Leith area and through early consultation with a project Steering Group which was formed of key local stakeholders. A sifting exercise has been undertaken to identify the preferred alignment between the Foot of the Walk and Ocean Terminal which has been agreed with the project Steering Group and taken forward for further investigation. This strategic route is important to create a foundation for a wider active travel network.

The proposed route links key trip attractors and local areas, whilst integrating and enhancing the existing walking and cycling networks. The long-term vision, and recommendation, would build upon and enhance the proposed strategic network with local routes and connections throughout the study area, in line with current best practice.

The proposal includes a number of permanent and temporary changes to the traffic operations in the wider Leith area by implementing restrictions to vehicular traffic to create a Low Traffic Neighbourhood (LTN).

As part of the Councils City Mobility Plan, a programme of Low Traffic Neighbourhoods (LTN) are to be delivered in Edinburgh. LTN's aim to reduce the impact of traffic in residential areas and promote walking, cycling, wheeling and use of public transport. In addition, measures can create the opportunity to enhance the street environment and create new public spaces. This project is proposing to implement some measures which form an LTN as a trial in the eastern part of the project area Experimental Traffic Regulation Order (ETRO) for 18 months.

The trial LTN scope has been based on analysis of traffic data, background information and the feedback from community engagement.

The trial proposals will result in changes to the access and egress from the local area, whereby through routes are not possible for motor vehicles and movements are restricted to certain junctions to move in and out of the area. This will prevent through traffic and disperse this to the wider road network. Access for residents, servicing and emergency vehicles is maintained to all streets and properties. There may be slight increases in some journey times as a result.

The impact of the proposed changes will be assessed with the aid of a traffic modelling to fully understand the impact of the changes on the surrounding road network.

Following the implementation of the Phase 1 route and throughout the trial period of the LTN, a detailed monitoring and evaluation programme will be undertaken to understand the impacts and outcomes of the LTN. This includes: traffic data, pedestrian and cycle data, noise, air quality, resident attitudinal surveys, focus groups and business surveys.

Although it's very difficult to predict the impact a specific scheme will have and modal shift, changes to trips and behaviours an examination of over 70 case studies of roadspace reallocation from eleven countries, and the collation of opinions from over 200 transport professionals worldwide notes that when schemes such as pedestrianisation, wider pavements or cycle lanes or bus (and other priority vehicle) lanes or road closures are introduced predictions of what will happen to traffic levels are usually excessively pessimistic.

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

The project has been heavily influenced in early staged by a project steering group formed of key local stakeholders including Local Councillors, Local Community Councils. Accessibility Groups and Council Officers.

In February 2021, Stage 1 of community engagement on the Concept Design proposals for Phase 1A route and introduction of the concept of a low traffic neighbourhood. This programme included:

- Attending Community Council meetings to present the project and gather support
- Consultation with major stakeholders of the project, including: local community groups, walking and cycling groups, local businesses, heritage groups and public transport groups amongst others
- Promotion via leaflet drop, social media and press coverage
- An online survey which received over 800 responses

The following engagement events were carried out for Stage 2:

- Leaflets sent to all households and businesses within the proposed LTN
- Information shared via press release and social media
- Lamp post wraps at key locations
- Public co-design style workshops held digitally
- Door to door visits and leaflet drop to businesses within the project area
- Meeting with the Edinburgh Access Panel
- Meeting with emergency services,
- Meeting with Community Council representatives

Phase 3 of the project involves a west- east connection along the north of the project area. Community engagement on this was held in June-July 2022 again involving delivery of leaflets, promotion via lamppost wraps, stakeholder meetings and two drop in sessions. Although focused on Phase 3, these also included promotion of Phase 1 and 2.

Reports on feedback at each stage of engagement have been prepared.

Market research on street surveys to attitudes to the area and the proposals for a low traffic neighbourhood were also undertaken in 2022. Business surveys and focus groups with those of particular characteristics are being undertaken in early 2023.

There was further also opportunity for the public to comment during the consultation stage of the promotion of the required traffic orders.

4. Date of IIA

Concept Design – 17 November 2020

Developed Design Stage – 04 November 2021
Technical Design Stage – 29 November 2022

5. Is the proposal considered strategic under the Fairer Scotland Duty?

No

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

Name	Job Title	Date of IIA training
Martyn Lings Concept Design Developed Design	CEC Active Travel Officer	
Niall Deans Concept Design Developed Design	Sustrans Project Team	
Iain Miller Concept Design	AECOM Senior Engineer	
Anna McRobbie Concept Design Developed Design	AECOM Transport Planning Graduate Consultant	
Miles Wilkinson Developed Design Technical Design	CEC – Senior Project Manager	28/10/21
Steven Blacklaw Developed Design Technical Design	AECOM - Principal Engineer	
Nico Ferguson Technical Design	Sustrans - Senior Grant Advisor	
Kasper Schwartz Technical Design	Sustrans - Grant Advisor	

7. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	• Scotland's Census 2011 • Scottish Index of Multiple Deprivation • Edinburgh Locality and Ward Profiles • Sustrans Hands Up Scotland Survey 2020	The Leith area populations ages show that the area generally has a higher percentage of working age people between the age of 25 and 65 than the Edinburgh average. Average age tends to be around 3 years younger than the Edinburgh average of 39. There is an even distribution of female (51.2%) and male (48.2%) populations in Edinburgh which is also reflected across the wards the proposed routes pass through. The health of people around the area is slightly worse than the Edinburgh average, with more people 'limited a lot' by health. The majority of people are of a white Scottish / British ethnicity, but there is also a higher percentage of White-Polish and White-Other in the area. There are also pockets of people with different backgrounds, including

Evidence	Available?	Comments: what does the evidence tell you?
		people of African ethnicity that exceed the Edinburgh averages. Areas around the Newkirkgate Shopping Centre, Great Junction Street and North Junction Street are in the 20th (highest) decile of deprivation under the SIMD. In addition, the average wage recorded in the area from CEC Ward Profiles 2018, is lower than the average of Edinburgh. In some areas there are people who speak little to no English, although the vast majority speak English well or very well. Car ownership in the area is low in comparison with Edinburgh averages with the area having 50% of the population with no access to a car or van compared to 40% nationally.
Data on service uptake/access	• Scotland's Census 2011 • Edinburgh Locality and Ward Profiles • Edinburgh People Survey, 2018 • Sustrans Hands Up Scotland Survey 2020	Travel to work or study reflects the lack of car ownership above with those travelling by car or van almost half that of the national average in the area. Travel to work/study on foot and bicycle are lower in the area than the Edinburgh average and instead travel by bus or coach is higher than the Edinburgh Average. Cycle uptake has increased significantly in Edinburgh during the Covid-19 pandemic. However, it is uncertain whether this trend will remain in the long term. Satisfaction of public transport along the proposed routes is high. The group with the highest satisfaction were the over 65 age group with 90% saying they were satisfied compared to 86% of those aged between 45 and 64. Transport satisfaction across the study are is slightly higher compared to the Edinburgh average. The most common method to travel to school is walking (44.8%), followed by private motorised travel (24.3%), bus (14.1%) and cycling (3.8%).
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	• Scotland's Census 2011 • Scottish Index of Multiple Deprivation	Leith records several areas with a low Scottish Index of Multiple Deprivation (SIMD) score, indicating areas of deprivation and health inequalities. Areas around Newkirkgate and along Henderson Street are within the 20% most deprived areas in Scotland as well as areas between Great Junction Street and Commercial Street. Along Henderson Street immediately adjacent to the Phase 1A route ranks within the 5% most deprived in Scotland.
Data on equality outcomes	Edinburgh Bike Life Report, 2019	According to Sustrans 2019, 30% of men in Edinburgh are likely to cycle at least once a week compared to only 17% of women. There is a significant difference in the share of the population who cycle at least once a week, between those with a disability (14%) and those that do not have a disability (26%).

Evidence	Available?	Comments: what does the evidence tell you?
		There is also a substantial disparity in cycle uptake among ethnic groups, 14% of people from ethnic minority groups are likely to cycle compared to 24% of white people. 51.6% of state school students use active travel methods to go to school compared to 21.5% of independent school students. On the contrary, 42.3% of independent school students reported travelling to school by car compared to 22.6% of state school children. There are concerns around the safety of cycling in Edinburgh, including better road quality, better lighting, improving routes and facilities for safe cycling and reducing levels of traffic on roads.
Research/literature evidence	Place-Making with Older Adults: Towards Age-Friendly Cities and Communities Neighbourhoods for life: Designing dementia-friendly outdoor environments Cycling for everyone: A guide for inclusive cycling in cities and towns Active Travel Framework, 2019 The Health Foundation, 2021	**LINK** Ageing populations have created challenges in how to best design urban environments that support and promote everyday social engagement and healthy urban living for older people. The ageing-in-place agenda has become a key driver in redefining policy for older people. This suggests the preferred environment to age is in the community, as long as people can remain active, engaged, socially connected and independent. **LINK** Unless outdoor environments are designed to help older people with dementia continue to use their local neighbourhoods they will become effectively housebound. **LINK** Higher Health/Economic inequalities amongst ethnic minorities than white groups – pg 31 More people from ethnic minority groups want to start cycling than any other group – pg 33 According to the Active Travel Framework (2019), active travel can lead to healthier, fairer, and more environmentally friendly communities. Environments where cycling, and walking are practical choices will be safer for everyone, promote healthy living choices, treat, and prevent disease and reduce health inequalities. A key focus of the framework will be to ensure that walking and cycling are viable choices for all. The Health Foundation (2021) states that active travel is linked to improvements in physical and mental health, and wellbeing. Certain socio-economic groups, such as people on low incomes, are less likely to have access to a private vehicle and are more reliant on public transport or active travelling. Therefore, improving infrastructure for active travel can help addressing inequalities
Public/patient/client experience information	Project Engagement & workshops	Existing concerns about access to Public Transport in some areas of Leith. There are numerous sources that provide insight into both supply and demand aspects of active travel in Edinburgh.

Evidence	Available?	Comments: what does the evidence tell you?
	Scotland Census, 2011 Sustrans, 2019 Sustrans, 2021	Census 2011 provides an indication of mode share between active travel, public transport, and private vehicle use. Edinburgh and the relevant wards have relatively high levels of active travel indicating. Sustrans' Bike Life report shows that there is significant appetite for cycling whilst also highlighting that there are groups within society that would benefit from improved cycle infrastructure. The potential for children cycling is significant, as shown in the Hands Up Scotland Survey (2020). Research/literature above linking health benefit to cyclists and pedestrians highlights an improved experience for these users. The impact section will also outline concerns from certain users (older people and people with mobility issues) that they may be threatened if the measures create mixed use scenarios. This is a concern and designers of the infrastructure have been mindful of potential adverse situations (eg mixed use on pavements and floating bus stops).
Evidence of inclusive engagement of service users and involvement findings	Engagement events have been held by the project team with findings summarised in various reports available to the group.	In general, there is wide support for the proposed cycle route and the LTN with some of the initial feedback helping to develop the designs. Engagement will continue through the design stages to ensure widespread inclusive engagement of service users.
Evidence of unmet need	Pedestrian & Cycle Count Data	Ongoing monitoring and feedback from the public after implementation of the scheme will identify areas of unmet needs. Bike Life Edinburgh states that 26% of respondents do not cycle but would like to. 49% of residents feel that they should cycle more. Improved cycling infrastructure would contribute significantly to meeting this desire to cycle more.
Good practice guidelines	Edinburgh Street Design Guidance	LINK Evidence from guidelines suggest Local Authority backs move towards sustainable travel, over more harmful forms of travel. • Edinburgh Street Design Guidance; • Sustrans Spaces for People (SfP) Guidance; and • Roads for All – a good practice guide. • Traffic Signs Manual • Traffic Signs Regulations • General Directions 2016 • London Cycling Design Standards • Roads for All – a good practice guide
Carbon emissions generated/reduced data	Air Quality Monitoring	Evidence TBC through M&E Plan
Environmental data	CEC Air Quality Action Plan	LINK No Routes within the study area are include in the 2008 Action Plan however it is understood that GJS is an air quality mgmt. zone and the LA has a separate target to decrease emissions.

Evidence	Available?	Comments: what does the evidence tell you?
	2020 Air Quality Annual Progress Report	Areas of open space were identified along or in close proximity to the proposed routes. There are exceedances in fine particulate matter (PM10) in Salamander Street, originating from fugitive emissions, industrial, and traffic.
Risk from cumulative impacts	N/A	Cumulative impacts from project – tram, CPZ, LDPAP, CCT, AQA, business performance during construction

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

Equality, Health and Wellbeing and Human Rights

Positive

- Streets will be safer for people walking and cycling due to protection from or reduced number of motor vehicles
- Streets will be more attractive for spending time outdoors, in particular for groups who may need encouragement for physical exercise including older people, younger people and people with disabilities. This will increase health and wellbeing for these groups.
- Improved access to businesses in the local area by creating safer streets and allowing employees who are able to walk and cycle locally and to public transport links.
- Potential positive impact for people with wheelchairs and parents with pushchairs by removing obstructions from pavements and creating a safer and more accessible environment for all in the streets.
- Improving the safety of streets related to active travel may increase the level and perceptions of safety for female cyclists.
- Long-term reduction in health issues related to low physical activity levels for all active travel users, due to anticipated modal shift to active travel.
- Long-term reduction in pollution-related health issues due to anticipated modal shift.
- Improved connections to local educational institutions, local workplaces, retail destinations and local green-spaces.
- Streets will be safer and will allow more opportunities to socially distance when travelling and meeting socially during the pandemic.
- There is evidence to suggest that LTN's can improve mental health and dementia by improved street environment and access to outdoor and social spaces.
- Improved access to schools in the local area by creating safer streets thus allowing pupils, who are able, to walk and cycle.
- Reduction in traffic, due to anticipated modal shift to active travel and LTN, resulting in shorter and less stressful journeys for remaining motor vehicle users and less conflict between road users and active travel users. This is likely to have a positive impact on those who are reliant on motor vehicles due to reduced mobility.

Negative

- The removal of uncontrolled parking may impact those that are elderly/disabled/carers.
- Floating bus stop concept may be hard to initially navigate by the elderly/disabled.
- People of older ages and with disabilities may be less engaged with communication tools and all forms of consultation may not be accessible to them.
- Change of bus routing and bus stop locations may hinder travel options for this group. May have to walk further to a stop.
- The change of the traffic operations and people's everyday journeys could have a negative impact on older and disabled peoples who rely on car journeys for transport due to changes in travel patterns/routes and they may have to travel further to reach destinations by car.

Environment and Sustainability

Positive

- Encouraging more people to travel by active travel modes and to not travel by private vehicle would reduce greenhouse gas emissions.
- Encouraging more people to travel by active travel modes and to not travel by private vehicle would reduce both air and noise pollution.
- Promoting active travel and providing improved infrastructure would likely encourage more people to travel by a sustainable mode. This would reduce reliance on the private vehicle and thus dependence on petrol / diesel.
- Promoting active travel and providing improved infrastructure would likely encourage more people to travel by a sustainable mode, and thus result in improved health, fitness and wellbeing.
- Development of green-spaces through placemaking.
- Improved area aesthetic and reduction in noise pollution, due to anticipated reduction in traffic.
- Long-term reduction in pollution from traffic due to anticipated modal shift and reduction in through traffic within the area.

Negative

- Potential short term changes to localised air and noise pollution from changes to changes to traffic patterns within the area.

Economic
Positive

- Providing safer streets could allow people to access employment opportunities that they previously did not have access to, which could allow them to maximise their income.
- The proposals would facilitate better access to educational facilities, local amenities, employment opportunities, and recreational facilities.
- The proposed infrastructure improvements could encourage staff at local businesses to travel by bike or on foot, which could lead to them being healthier and less likely to have sick days. It would also lead to the local business becoming more accessible to staff and customers, as well as potential staff and customers.
- Reduction in vehicle operating costs for individuals, due to anticipated modal shift.
- Improved access to workplaces from areas within the 5% most deprived areas in Scotland, as recorded in the 2020 Scottish Index of Multiple Deprivation, potentially reducing unemployment.

Negative

- Potential to negatively impact businesses during construction works.
- Reduced number of junction accesses for people using motor vehicles to access the residential estate.

9. 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?

There will be elements and actions noted that will be partly outsourced to contractors who will assist City of Edinburgh Council in its delivery. On those occasions, the Council's Procurement Policy will be followed.

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

Any communication associated with this project will include the opportunity to have it translated or to be communicated in other formats.

Consideration should be given to traditional media and social media will be used to convey messages throughout, ensuring that the message is received by as large an audience as possible.

A postal survey will reach those that do not have access to social media. Lampost wraps and posters will be used to promote to those that do not have access to social media.

11. **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 – transport and tourism. However, SEA is not thought appropriate for this level of intervention, as this is a detailed engineering intervention as opposed to a strategy or policy.

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

No

13. **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.

- Consider targeted engagement with local businesses to promote the project and modal shift.
- Consider targeted engagement with people with protected characteristics present in the area
- Consider targeted engagement with parent and student of the primary schools
- Consider targeted engagement with people from socially disadvantaged backgrounds

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

- The effects of the proposals on resident's health and wellbeing should be monitored through follow-up surveys and focus groups.
- Final design should be mindful of potential impacts arising from shared use of cycling infrastructure and floating bus stops; impacts such as increased safety concerns of elderly and visually impaired users. These can be mitigated through careful design allowing adequate space, signage and direct communication.
- Congestion/displacement to surrounding road network should be monitored and acted upon if significantly adverse.
- Potential cumulative effects, positive and negative, of adjacent projects should be noted and monitored.
- Feedback from residents and stakeholders as part of the monitoring should be considered.
- Communication of the interventions should be accessible to residents and potential users of all age and abilities. This could take the form of engagement with schools, visually impaired accessible information, and social media presence in multiple languages. It is necessary in order to maximise the benefits and minimise the disbenefits associated with the projects: children will use the infrastructure more, visually impaired people will not be caught unaware by the changes.

15. **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
Include a specific focus on engagement to ensure that people with protected characteristics have been reached out to during the engagement stage.	AECOM/CEC/Sustrans	July. 2022	Ongoing
Ensure additional dropped kerbs, tactiles, continuous footway and raised tables are included in final design to make improvements for walking and wheeling in the area	AECOM	Dec 2022	Dec 2022
Footway widths and pedestrian needs assessed to bring existing infrastructure up to standard as per guidance.	AECOM	Dec 2022	Dec 2022
Design pedestrian crossings over cycle tracks including to access floating bus stops in line with best practice	AECOM	Dec 2022	Dec 2022
Include shared used loading bays which provide parking opportunities for blue badge holders	AECOM	Dec 2022	Dec 2022
Ensure that changes to side street crossings and street clutter which users may use to navigate are well communicated.	AECOM/CEC/Sustrans	Jul 23	Ongoing
Seek to make minimal changes to bus stop locations and ensure no impact on availability of bus routes during LTN design. Ongoing stakeholder engagement with LB and Public Transport team	AECOM	Dec 2022	Dec 2022
Update sat nav providers on introduction of measures so that car users/ business deliveries can find new routes where necessary to destinations	CEC	April 2023	April 2023
Review and update road layout to improve public transport links and provide greater opportunities for parking for those that require it	AECOM	Dec 2022	Dec 2022
M&E plan to monitor how this proposal affects different groups, including people with protected characteristics.	AECOM	Feb 2023	6, 12 and 18 month post implementation
Monitor impacts on wider road network and safety impacts in M&E plan. However, this is assumed to have a neutral effect over time	AECOM	Feb 2023	6, 12 and 18 month post implementation
Business surveys to be undertaken	CEC	March 2023	March 2023
Focus groups to be undertaken with those with additional accessibility needs, school users and hard to reach socially disadvantaged groups	CEC/Sustrans	March 2023	March 2023
Leaflet drops to all households; printed	CEC	March 2023	March 2023

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
comms to those who requested at previous stage; offer of audio versions, phone and email.			
Work with access panel to share information with local access and disability groups. Ensure all designs and proposals are audited in terms of accessibility.	CEC	March 2023	March 2023
Targeted engagement for effected businesses to understand their Requirements through business surveys.	CEC	March 2023	March 2023

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

By revisiting this IIA during the throughout the technical design, trial LTN and construction stage to ensure that anticipated impacts have been addressed and mitigated in design.

Monitoring and evaluation has also been developed to understand the effects of the proposals and residents opinions. This includes:

- Surveys of vehicle volumes and speeds to assess whether the measures have been effective in reducing speeds and volumes to levels that are considered to be safe and attractive for active travel, as set out in the Edinburgh Street Design Guidance.
- Surveys of the number of people using active travel on streets in the area.
- Engagement with the local community on the measures
- Traffic surveys on levels of congestion on key roads in the area.

As Phase 2 of the project will initially be installed as trial measures under ETRO, changes can be made to address issues and suggestions raised by the monitoring and feedback.

17. Sign off by Head of Service/ Project Lead

Name Daisy Narayanan

Date 22 February 2023

18. Publication

Completed and signed IIAs should be sent to:
integratedimpactassessments@edinburgh.gov.uk to be published on the Council website www.edinburgh.gov.uk/impactassessments
Edinburgh Integration Joint Board/Health and Social Care sarah.bryson@edinburgh.gov.uk to be published at www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/