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 – Corstorphine Connections Low Traffic Neighbourhood

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

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 a trial LTN in the Corstorphine area as an 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 the first stage of community engagement, a Concept Design was developed for a LTN, including modal filters at Featherhall Crescent and Featherhall Avenue, school streets (timed modal filters) at Featherhall Terrace/Manse Street and Tyler Acre Avenue/ Lampacre Road and a bus gate on Manse Road.

The proposals have been formed as a result of public consultation with residents who cited issues with speeding vehicles in their residential streets, increased through traffic volumes (non-local / rat-running) and concerns over the safety of cycling on these streets. Traffic data was obtained which verified these concerns. In addition, concerns about traffic and walking in this area were demonstrated through feedback from the Community Council, Corstorphine Primary school parent council, the public life street assessment and the Commonplace survey.

The trial proposals will result in changes to the access and egress from the residential estates and create a series of street 'cells' whereby through routes are not possible for motor vehicles and movements are restricted to certain junctions to move in and out of the cell. 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. Footway widening and traffic calming measures will also be implemented through semi-permanent construction materials to allow safe use. As this is a trial there is the ability to make changes and alterations based on feedback and observations during use.

Throughout the trial period, 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 and business surveys.

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

In February 2021, Stage 1 of community engagement for the Corstorphine LTN commenced. This programme included:

- Attending Community Council meetings to present the project

- Creation of a Community Reference Group specific to project

- Information shared via press release and social media

- Leaflets sent to all households and businesses within the proposed LTN; and

- Online survey

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 all businesses within the project area

- Meeting with the Edinburgh Access Panel

- Meeting with the Corstorphine Business Community and emergency services, and;

- Meeting with Community Council representatives

Following approval of the main scheme designs/measures, further engagement was undertaken late 2021 with the public and schools to consider placemaking designs in the area. Details are available on the project website including summary reports: https://www.edinburgh.gov.uk/cycling-walking-projects-1/corstorphine-connections/1.

Prior to scheme implementation in January 2023, additional engagement and communications have been undertaken which include:

1) Pre-construction notification letter to all residents and businesses in the project area;
2) Emails to all stakeholders and people signed up to project mailing lists.

3) Door to door visits to all businesses within the project area

4) Frontage properties who may be affected by the road works during construction received additional letters with information.

5) Regular attendance and updates at Corstorphine Community Council meetings.

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

Following review of the Fairer Scotland Duty: guidance for public bodies (August 2022) – the project is not considered a Strategic Decision, in accordance with pages 15 and 16 'Defining Strategic Decisions'.

5.   Date of IIA

23/09/20
21/11/21
25/01/23

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	CEC, Project Manager 23/09/20 21/11/21 25/01/23	
Paul Matthews	AECOM, Project Manager 23/09/20 21/11/21 25/01/23	
Dan Jeffs	Sustrans, Urban Designer 23/09/20 21/11/21	
Christina Eley	Sustrans, Engagement Officer 23/09/20 21/11/21	
Kasper Schwartz	Sustrans, Grant Advisor 25/1/23	

Sam Tulloch	AECOM, Engineer 25/1/23	

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 • Scottish Index of Multiple Deprivation • Edinburgh Locality and Ward Profiles	The Corstorphine area populations ages are generally in-line with Edinburgh averages however to whole area is shown to have an older population than the national average with less people under the age of 44 and more people over the age of 60 than average. The Health of people in Corstorphine is generally in line with Edinburgh averages, with slightly less people 'limited a lot' by health and slightly more people 'not limited' by health. The majority of people are of a white Scottish / British ethnicity, but there are pockets of people with different backgrounds, including people of African, Asian and Other White ethnicities. The vast majority speak English well or very well in Corstorphine. Car ownership in the area is high on comparison with Edinburgh averages with Corstorphine indicated as having an average of 28.6% of population with no access to car compared to 39.9% in Edinburgh. Travel to work or Study is broadly in line with Edinburgh averages. The proportion of people traveling by bus is higher than the Edinburgh average (26.3% vs 24.9%) and the proportion of people working from home in Corstorphine is less than the Edinburgh average (8.4% vs 11.3%)
Data on service uptake/access	• Scotland's Census • Edinburgh Locality and	

Evidence	Available?	Comments: what does the evidence tell you?
	Ward Profiles	
Data on equality outcomes	Walking and Cycling Index 2021	https://www.sustrans.org.uk/media/10445/edinburgh-walking-and-cycling-index-2021.pdf 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) 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.
Research/literature evidence	Place-Making with Older Adults: Towards Age-Friendly Cities and Communities	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.
	Neighbourhoods for life: Designing dementia-friendly outdoor environments	LINK Unless outdoor environments are designed to help older people with dementia continue to use their local neighbourhoods they will become effectively housebound. LINK

Evidence	Available?	Comments: what does the evidence tell you?
	Cycling for everyone: A guide for inclusive cycling in cities and towns	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
	Pave the Way – Transport for All (Jan-2021)	https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/ Whilst predominantly focused on delivery of Low Traffic Neighbourhoods, the recommendations also cover the development and delivery of active travel infrastructure schemes, including: • Meaningful engagement with disabled people in the community, including consultation with disabled residents. Meaningful outreach must be done to find these people to speak to and consult. For schemes that have been implemented with no consultation and no EQIA, a retrospective equalities analysis should be undertaken by a professional with expertise in disabled access, and coproduced with disabled residents where possible. The EQIA should be specific to the scheme, and detailed and thorough enough to identify the problematic areas and put forward solutions to mitigate impact.
	Various Council Policies	• Accessibility upgrades to pavements, cycle lanes and roads - as part of any and all streetspace initiatives - as a matter of urgency, and as a priority for all streets. These include: dropped kerbs, flattened and tarmacked pavements, tactile signage. • Investment in wider accessibility upgrades to the public realm, so that public transport is an accessible and viable alternative to car-use. These include: a commitment to level boarding for all trains, improvements to signage across all networks, two wheelchair accessible spaces on buses.
	Sustrans, A guide to the evidence around low traffic neighbourhoods (2021)	Key citywide documents include: - Edinburgh's Public Realm Strategy - The Economic Strategy - City Plan 2030 - City Centre Transformation - Low Emission Zones - City Mobility Plan

Evidence	Available?	Comments: what does the evidence tell you?
		- The Edinburgh Street Design Guidance - National Transport Strategy - 2050 City Vision - The Edinburgh Design Guidance - Active Travel Action Plan - Circulation Plan https://www.sustrans.org.uk/for-professionals/infrastructure/an-introductory-guide-to-low-traffic-neighbourhood-design/an-introductory-guide-to-low-traffic-neighbourhood-design-contents/design-guide/all/5-a-guide-to-the-evidence-around-low-traffic-neighbourhoods
Public/patient/client experience information		Gathered during Stage 1 Engagement and Stage 2 Consultation– all reported in Stage 1 and Stage 2 report, varied views and experiences.
Evidence of inclusive engagement of service users and involvement findings		Gathered during Stage 1 Engagement and Stage 2 Consultation– all reported in Stage 1 and Stage 2 report, varied views and experiences.
Evidence of unmet need		Gathered during Stage 1 Engagement and Stage 2 Consultation– all reported in Stage 1 and Stage 2 report, varied views and experiences.
Good practice guidelines	• Edinburgh Street Design Guidance Cycling by Design 2021	LINK LINK
Carbon emissions generated/reduced data	• Walking and Cycling Index 2021	https://www.sustrans.org.uk/media/10445/edinburgh-walking-and-cycling-index-2021.pdf Report notes potential to save 38,000 tonnes of greenhouse gas emissions through supporting active travel to meet demand.

Evidence	Available?	Comments: what does the evidence tell you?
Environmental data	• CEC Air Quality Action Plan and Action Reports.	Action Plan: LINK Progress Reports: LINK The original 2010 AQAP includes St. Johns Road as an Air Quality Management Area (map dated December 2000). At the time of the report in 2010 St. Johns Road was expected to exceed AQ targets and identified for monitoring. AQ Action Plan and recent Progress Report (2021) has noted that NO_2 levels are currently below thresholds for AQ management and no breaches have been recorded. Mitgation measures have also been implemented on the route. The Action Plan makes reference to the implementation of the LTN and recommendation to continue to monitor the AQMA following the LTN implementation. Both project teams are in regular communication to share information.
Risk from cumulative impacts		As above regarding the St. Johns Road AQMA.
Other (please specify)		
Additional evidence required		

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

Equality, Health and Wellbeing and Human Rights Positive	Affected Populations
Streets will be safer for people walking and cycling and spending time outdoors, in particular 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.	Group affected: All population groups Group affected: All population groups Group affected: Older people and people in their middle years

Streets will be safer and will allow more opportunities to socially distance when travelling and meeting socially during the pandemic.	Group affected: Children
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.	Group affected: people with reduced mobility. Group affected: Females
Improved access to schools in the local area by creating safer streets thus allowing pupils, who are able, to walk and cycle.	Group affected: Older people and people in their middle years
Potential positive impact for people with wheelchairs and parents with pushchairs and creating a safer and more accessible environment for them in the streets.	
Improving the safety of streets related to active travel may increase the level and perceptions of safety for female cyclists.	
Negative The change of the traffic operations and peoples everyday journeys could have a negative impact on older and disabled peoples mental health due to changes in travel patterns/routes and they may have to travel further to reach destinations by car. The background information suggests people in Corstorphine have high car ownership and use this for everyday journeys.	
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.	

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.	Group affected: All population groups, particularly those residents with private vehicles. Group affected: All population groups, particularly those

Encouraging more people to travel by active travel modes and to not travel by private vehicle would reduce both air and noise pollution.	residents with private vehicles.
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.	Group affected: All population groups, particularly those residents with private vehicles.
	Group affected: All population groups
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.	Group affected: All population groups
Noise pollution will be lowered for local residents in the streets due to decreases in traffic volumes and speeds, resulting in improved health, wellbeing and perceptions of safety.	Group affected: All population groups
Negative Air, noise and emissions pollution could potentially be spread due to dispersed traffic as result of road restrictions.	

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 (such as libraries, leisure centres), 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	Group affected: Young people, lone parents, pensioners, minority ethnic people, refugees and asylum seekers, those vulnerable to falling into poverty. Group affected: All population groups, but particularly Young people, lone parents, pensioners, minority ethnic people, refugees and asylum seekers, those vulnerable to falling into poverty

sick days. It would also lead to the local business becoming more accessible to staff and customers, as well as potential staff and customers. **Negative** Potential to negatively impact businesses during construction works. Reduced number of junction accesses for people using motor vehicles to access the residential estate.	Group affected: All population groups, but particularly local businesses

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.

11. **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.**

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. 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.

Not applicable.

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
• Work with access panel to share information with local access and disability groups. • Leaflet drops to all households; printed comms to those who requested at previous stage; offer of audio versions, phone and email. • Ensure all designs and proposals are audited in terms of accessibility.	Project team	Ongoing throughout trial period as part of Monitoring and Evaluation programme.	6, 12 and 18 month post implementation

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
• Monitor impacts on wider road network and safety impacts in M&E plan. However, this is assumed to have a neutral effect over time. • Include details of audio, translation or BSL on leaflet materials. • Local resident consultation with affect frontage properties around areas of parking loss to advise of any accessibility requirements. • Targeted engagement for effected businesses to understand their requirements.			

14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?

No.

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

Monitoring and evaluation has 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 LTN

• Traffic surveys on levels of congestion on key roads in the area.

As this is a trial project under ETRO, changes can be made to address issues and suggestions raised by the monitoring and feedback.

16. Sign off by Head of Service/ Project Lead

Name Peter Watton

Date 15/06/23

17. 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